

# A VISION FOR MISSOURI'S TRANSPORTATION FUTURE



## Long Range Transportation Plan

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# INTRODUCTION

Welcome to Missouri's Long Range Transportation Plan, our full-length report that provides context and detail to support "A Vision for Missouri's Transportation Future." This report is part of the federally required long range planning initiative of the Missouri Department of Transportation.

This report addresses how we can meet Missourians' expectations for Missouri's transportation system over the next 20 years. Between January and July 2013, we spoke with thousands of Missourians throughout the state during our On the Move initiative. Here, we translate those conversations into long range planning goals, and we consider how to achieve those goals given the limitations of today's transportation system and the realities of current and future funding levels.

Missouri's transportation system is complex. Transportation decision making and funding is spread among many partners — legislators, MoDOT, local governments, metropolitan planning organizations, regional planning commissions, transit providers, privately-owned rail freight operators, transportation stakeholders and many others. In this report, we offer a snapshot of how these partners relate and how their respective transportation assets interconnect. Together, these pieces and partners form Missouri's statewide transportation system.

In this report, we capture the issues, challenges and priorities of Missouri's statewide transportation system. We examine:

- **Trends** (including demographic, economic and travel) that will impact transportation in the next 20 years – Chapter 2
- The current state of **Missouri's transportation system**, including highways, bridges, transit systems, railroads, airports, waterways and bicycle and pedestrian facilities- Chapter 3
- The **Financial Situation** including current status and outlook-Chapter 4
- **Feedback** from On the Move, the largest and most impactful community engagement effort MoDOT has ever undertaken – Chapter 5
- **Missouri's Four Transportation Goals** – Chapter 6 – including:
  - **Take care of the transportation system** and services we enjoy today
  - **Keep all travelers safe**, no matter the mode of transportation
  - Invest in projects that spur **economic growth and create jobs**
  - Give Missourians **better transportation choices**
- **Delivering transportation solutions** will improve business practices and collaboration with partners – Chapter 7
- **How to move forward** towards Missouri's transportation vision, including specific strategies to achieve the transportation priorities Missourians have identified – Chapter 8

In addition, this report includes several appendices:

- **A more detailed summary of On the Move** – Appendix A
- **District-specific feedback from On the Move** – Appendices B through H
- **Economic impact case studies** examining how investments in transportation projects helped spur economic growth and job creation – Appendix I
- **The planning framework for transportation decision making** identifies which improvements should receive funding working in concert with planning partners, stakeholders and the general public – Appendix J
- **Other planning efforts** that inform and influence the vision and priorities established by Missourians and that will be carried out by MoDOT – Appendix K
- **Transportation wants, needs and projects** suggested through On the Move and other outreach efforts – Appendix L



# TRENDS

How people get to work, how senior citizens get to the doctor, how food is delivered from the farm to the market, how jobs are created, how our economy grows — these are all trends that influence the way Missourians use the transportation system. By understanding these trends, Missouri can better plan the system of roads, rails, ports and airways that will be needed 20 years from now.

What will Missouri be like 20 years from now? Transportation planners observe current demographic, economic and travel trends to help paint a picture of what Missouri's future transportation needs are likely to be in Missouri. This chapter provides a detailed look at a variety of important population, economic and travel trends. Key takeaways that will influence how Missourians will use the transportation system in the coming decades:

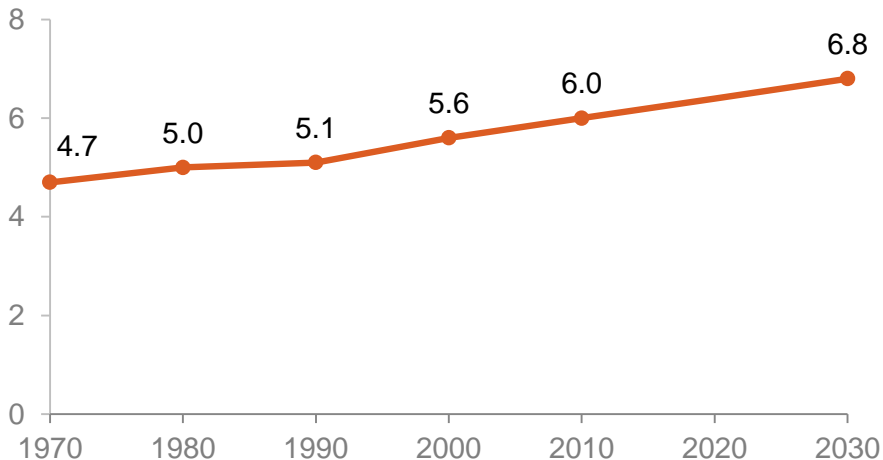
- Overall demand for transportation will increase as the population in Missouri grows.
- In the foreseeable future, the most popular choice for travel is the personal vehicle, so roadway congestion, safety and maintenance will continue to be transportation concerns.
- Changing demographics and preferences may mean that more people will rely on alternative modes to get around, such as public transportation, walking and bicycling. The factors influencing this change include growth in the older and lower income populations and changes in the travel preferences of younger generations.
- While driving is, and in all likelihood will continue to be, the primary means of travel in Missouri, there are indications that the decades-old trend of increased driving may be slowing. This trend will need to be closely observed, as it impacts not only the needs of the transportation system, but also the reliability of future revenue streams.
- Trends can vary across the regions of the state, underscoring the benefits of a flexible planning process that can adapt to local needs.

## A Growing Population

Generally, as population increases, demands for transportation also increase — more miles are driven on our highways and more people ride buses, airplanes, trains and bicycles. Between 2000 and 2030 Missouri's population is predicted to grow by roughly 1.2 million people, a 21 percent increase, for a total population approaching 6.8 million people in 2030.

Historically most of Missouri's population growth has come from natural increase, defined as more births than deaths, rather than from migration into the state. However, in the 1990s and early 2000s more people migrated into Missouri than migrated out. This slightly positive migration trend was factored into the official population projections. From 2010 through 2012, however, census data shows a negative migration trend with more people leaving the state than entering. This recent trend could influence estimates of total population and age distribution, which affect anticipated transportation needs.

Figure 2.1 - Missouri Population (in millions)



Source: Missouri Office of Administration, Division of Planning and Budget

### Lower Incomes Limit Mobility

According to the U.S. Census, roughly 16 percent of Missourians live below the poverty level. For Missourians living below the poverty level, it becomes increasingly difficult to get to and from a job or seek out a prospective job if your transportation choices are limited.

The median household income in Missouri was \$37,828 in 1999 and \$45,247 in 2011. While the actual median income dollar amount increased between 1999 and 2011, the median income stretched further in 1999. In 1999 the median income had roughly the same purchasing power as \$51,074 in 2011 dollars. This means that Missourians' "real" median income decreased by more than 11 percent between 1999 and 2011.

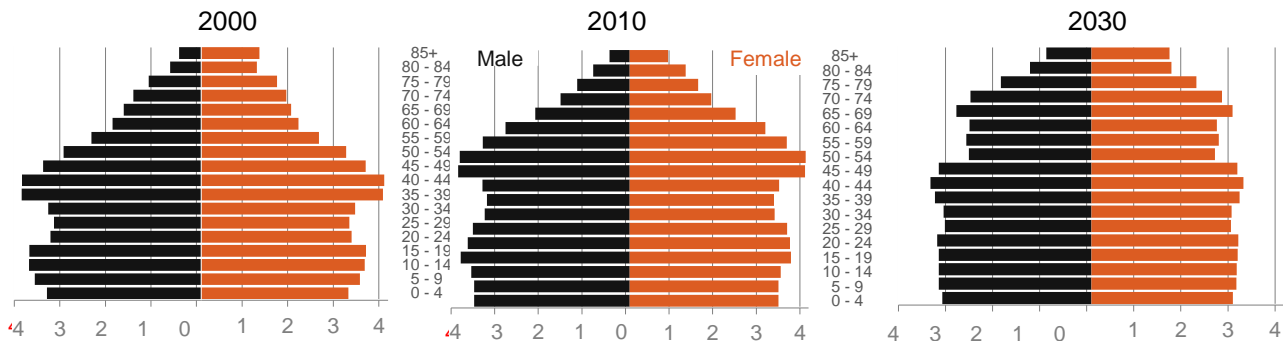
This income decline is not evenly spread throughout the state. A report by the Center for Budget and Policy Priorities (CBPP) and the Economic Policy Institute (EPI) indicates that while incomes decreased for the half of the population with average or below average earnings, incomes have actually increased for the wealthiest 5 percent of Missourians.

Where lower-income populations reside can influence the transportation system. According to the U.S. Census Bureau Small Area Estimates Branch, the 10 counties with the lowest median incomes are all located in rural areas. Low-income individuals are likely to have only one or no vehicles available, and rural areas tend to offer less public transit, walking, bicycling and other travel options. Thus, mobility for the rural poor could become a critical problem if incomes continue to decline.

### An Aging Population

The percentage of the Missouri population aged 65 or older has steadily increased at least since the start of the last century. People aged 65 and older were 5 percent of the population in 1900, 10 percent in 1950 and 15 percent today. This trend is expected not only to continue, but also to accelerate. Projections suggest that by 2030, 20 percent of the population will be aged 65 or older.

Figure 2.2 - Population Pyramids of Missouri  
Percent of Total Population by Age-Sex Group



Source: Missouri Office of Administration, Division of Planning and Budget

Missouri's aging population will affect the types and number of drivers on the road, the needs of those drivers and the necessary safety upgrades that will be required in the very near future. For instance, an increase in older drivers will require an increase in road safety measures, such as improved signage, more visible lane demarcations or additional driver's testing requirements. Older Missourians are more likely to want or need to use transportation options. Adults in their retirement years are more likely to want to make use of walking and bicycling facilities in their communities. On average, seniors outlive their ability to drive safely by 7 to 10 years, making options like transit and good pedestrian access a necessity for continued independent living.

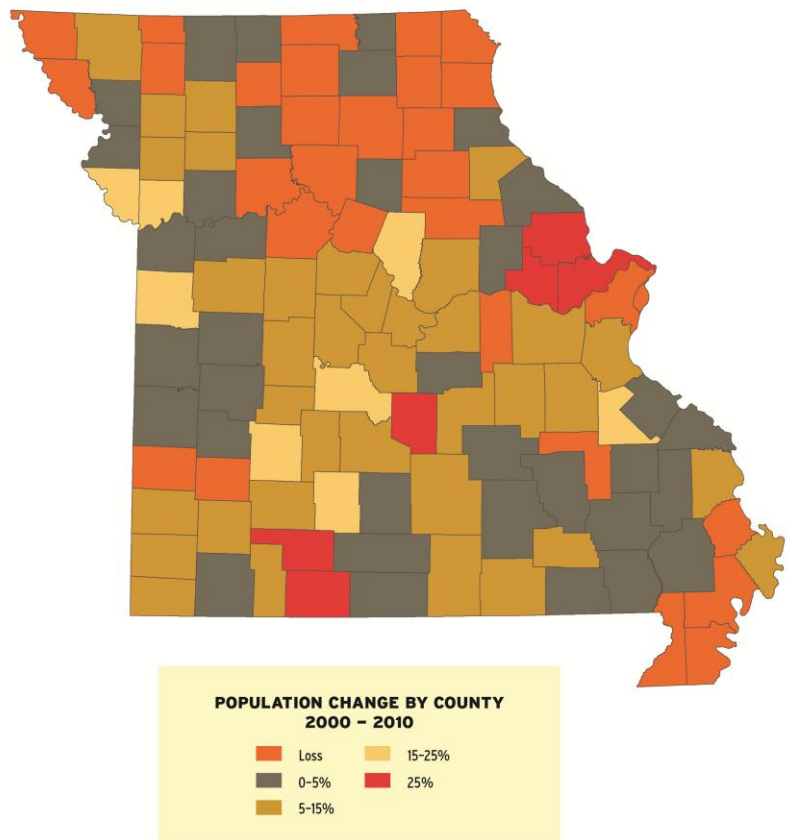
Figure 2.3 - Population Change by County 2000-2010

### People are Moving to Urban Areas

In Missouri, as in much of the country, people have been moving from rural agricultural areas to urban areas. With the exception of the 1970s, every decade since 1900 has had a relative increase in urban population. Since the 1900s, residents living in urban areas have increased from 36 to 70 percent. Projections suggest that these patterns will continue.

U.S. Census projections also suggest the population will move more to the suburbs, which are areas where urban development gives way to rural land. Recent migration trends indicate that the next 30 years will bring large growth in the suburban counties surrounding Kansas City, St. Louis and Springfield, but significant declines in the city of St. Louis itself and in agricultural counties.

Census projections indicate that all of the top 10 fastest-growing counties will be metropolitan counties, defined as counties that include or are close to a major city. Whether this growth occurs in suburban or more densely populated urban areas will impact future transportation decisions. Urban dwellers historically drive less, while suburban residents create more concentrated rush hour traffic congestion and put more strain on the road network.



## ECONOMIC TRENDS

Missouri's economy affects transportation in a variety of ways. The number of working people influences the amount of commuter traffic and rush hour delays. Residents' incomes determine how many people can purchase vehicles and how many opt for public transit. The overall level of business activity in the state significantly affects how much freight is moved and, to some extent, by what transportation method. This section outlines the economic trends that shape transportation planning in Missouri. These trends are:

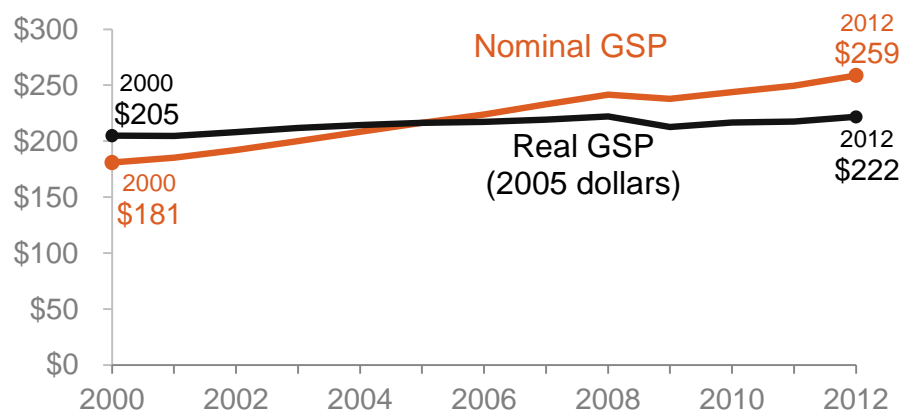
- Real Gross State Product (GSP) is still lagging pre-recession levels.
- Fuel prices are continuing a decade-long upward trend.
- Freight movement is expected to increase, and while the majority of Missouri's goods are moved by truck, more and more shipments are anticipated to use multiple modes.
- Exports, especially to North American neighbors, are vital to the state's economy and rely heavily on sound transportation.
- Expected changes in waterborne freight, trucking costs and container shipping will shift elements of the global supply chain.
- The industries that employ the most Missourians are shifting toward service and knowledge-based work.

### Gross State Product (GSP) Still Lags

GSP is defined as the total amount of dollars created in a state's economy. GSP is a primary measure of basic wealth and reflects the level of business activity in a state. While Missouri's GSP has risen since 2008, all gains vanish once those dollars are adjusted to account for general price increases known as inflation. As economists describe it, nominal GSP rose since 2008, but, after adjusting for inflation, real GSP declined. After factoring in inflation, actual purchasing power in 2012 was 0.2 percent lower than it was in 2008.

The downturn in the economy since 2008 is still impacting current economic conditions. Since travel often accompanies business activity, changes in the overall level of business activity (as reflected by GSP) can reflect changes in the level of transportation activity in the state. Also, since wealth is a major factor in vehicle ownership, changes in GSP can affect how much people travel and by what mode of transportation, which subsequently impacts demands on the transportation system.

Figure 2.4 - Missouri GSP, 2000-2012 (billions \$)

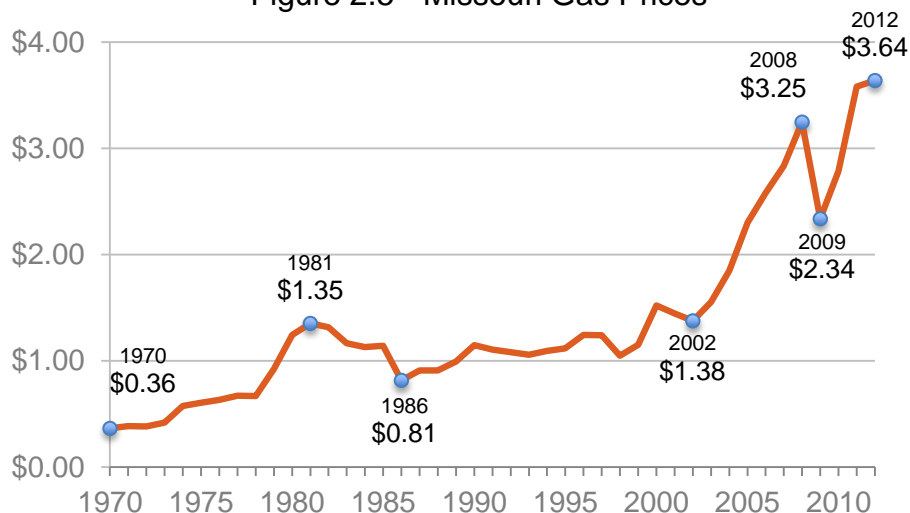


Source: U.S. Bureau of Economic Analysis

## Fuel Prices Continue to Rise

Like in the rest of the nation, the price of gasoline in Missouri has fluctuated greatly in the last few years. Prices hovered around \$1.00 per gallon for most of the 1990s and stayed below \$2.00 per gallon for the first half of the 2000s. Since 2005 prices have been more volatile than in the past. Despite the price swings, gasoline prices have increased overall, more than tripling since the late 1990s.

Figure 2.5 - Missouri Gas Prices



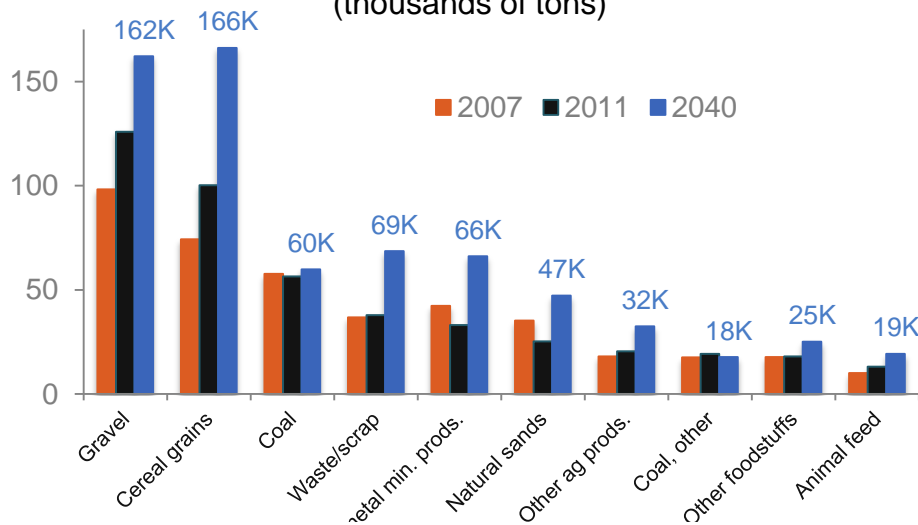
Source: U.S. Energy Information Administration

## Freight is Expected Nearly to Double

More than 600 million tons of freight were shipped within, from or to Missouri in 2011. By 2040 that number is expected to increase to nearly 1 billion tons. By weight, cereal grains and gravel are by far the most significant products being shipped on Missouri's transportation network today. Because cereal grains and gravel originate in rural parts of the state, their production relies on sound road, rail and waterway infrastructure in our rural areas. For the majority of these products, Missouri is a net exporter. Coal, on the other hand, is the third largest freight commodity using Missouri's transportation network and is almost exclusively imported into the state.

The vast majority of freight in Missouri is carried by truck, as trucking is used as both a primary transportation mode and to complete connections to rail, air and waterway facilities. In 2011, 64 percent of freight traveled on Missouri's road network. While the largest commodities traveling through the state — grains, gravel and coal — are often transported by rail due to their bulk, trucks offer greater flexibility and efficiency for short-haul trips. Since the majority of Missouri's trading happens inside the state or with other central state neighbors, trucking dominates the freight industry.

Figure 2.6 - Missouri's Top Freight Commodities\* (thousands of tons)



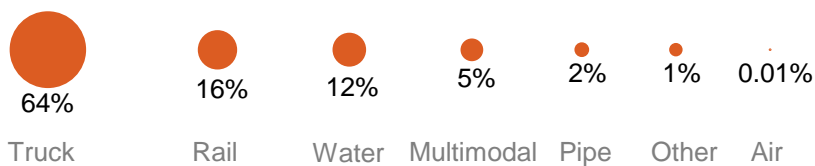
\*Note: This does not include freight traveling through Missouri, only freight with an origin or destination within the state. Source: Center for Transportation Analysis, Freight Analysis Framework Summary Statistics

For freight shipped within Missouri — those shipments where both the origin and destination are inside the state — 94 percent is shipped by truck. This intrastate freight accounts for 40 percent of all freight with either an origin or a destination in Missouri.

This reliance on trucking both for getting goods to Missouri and for exports highlights the importance of keeping Missouri's roads and bridges in good condition. Closed and weight-restricted bridges, poor pavement quality and a lack of safety updates, such as adequate shoulders, can all hamper the movement of the goods that are vital to the state economy.

However, as shown in Figure 2.7, modes other than roads are also important for freight movement. More than one quarter of Missouri's shipped products use either rail or water to reach their destinations. Maintaining rail infrastructure and ports in a state of good repair is essential for getting goods to market. Keeping intermodal connection points accessible and up-to-date is also important. Currently, 5 percent of goods use multiple modes of transport, and the share of freight using intermodal transportation is expected to rise, increasing the importance of modern and efficient intermodal facilities.

Figure 2.7 - Missouri Freight Movement by Mode\*, 2011



*\*Note: This does not include freight traveling through Missouri, only freight with an origin or destination within the state.*

*Source: Center for Transportation Analysis, Freight Analysis Framework Summary Statistics*

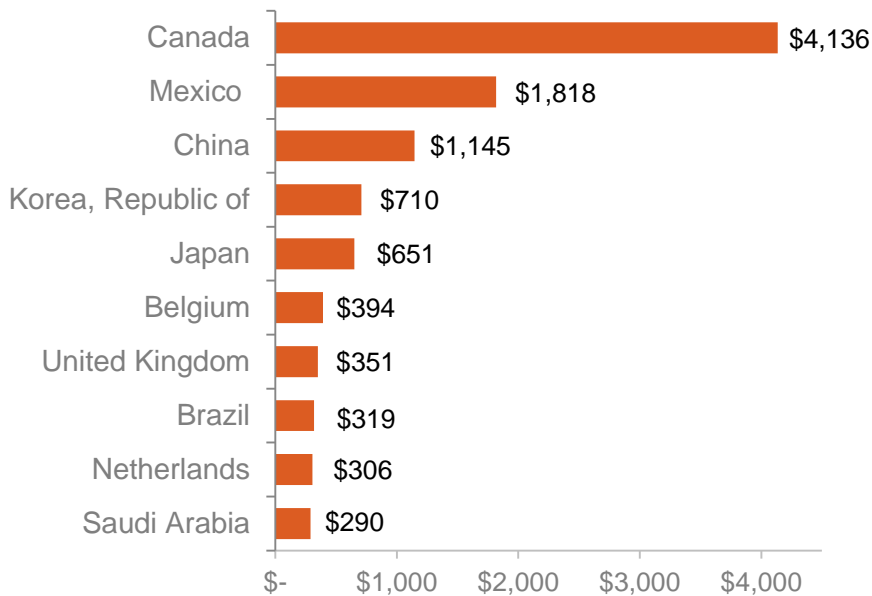
## Exporters Need Reliable Transportation

Exports are an important contributor to business activity in the state. Missouri's exports to the rest of the world totaled \$13.9 billion in 2012, or 5 percent of total GSP.

Half of all Missouri international exports go to three trading partners: Canada, Mexico and China. Canada is Missouri's largest export partner, accounting for more than \$4 billion in exports in 2012. Mexico is the second largest export partner; exports to Mexico increased by \$377 million, or nearly 28 percent from 2011 to 2012.

Nearly one quarter of exports are from the production of cars and other transportation equipment, an industry that employed over 36,000 workers at an average wage of \$73,296 in 2009. As an export-oriented industry, the manufacture of transportation equipment is a significant part of Missouri's economy. According to the Missouri Department of Economic Development, the industry is approximately 75 percent motor vehicle production, 21 percent aerospace manufacturing and 4 percent other kinds of transportation equipment manufacturing. Top employers in this industry include carmakers Ford Motor Company and General Motors, aerospace giant Boeing and motorcycle icon Harley-Davidson. Other major industrial exports include chemicals, food products and machinery.

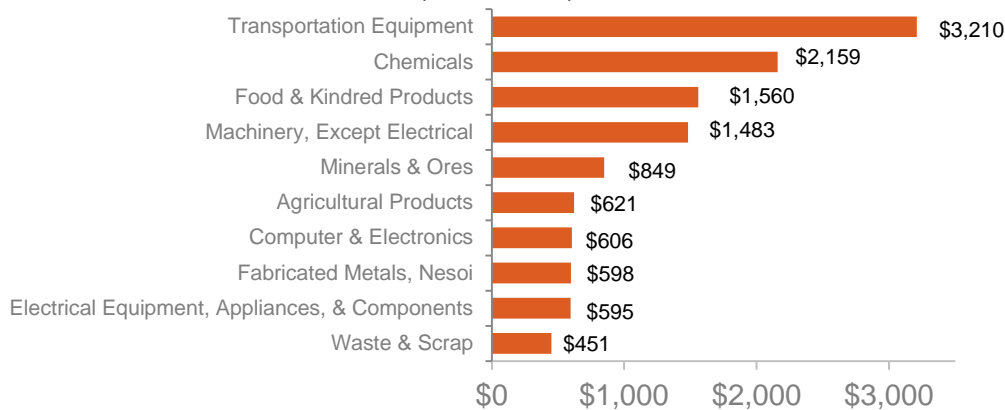
Figure 2.8 - 2012 Top International Export Partners (in millions)



Source: Missouri Department of Economic Development

Firms that export significant shares of their goods and services choose to locate in Missouri largely because of the state's access to the means of production as well as to consumer markets. For this reason, the quality and accessibility of Missouri's transportation system is important to maintaining and continuing to grow the \$13.9 billion export market.

Figure 2.9 - 2012 Top Ten Missouri Exports (in millions)



Source: Missouri Department of Economic Development

## The Supply Chain is Changing

The supply chain is the overall network that starts with raw materials at their source and ends with a finished product in the hands of consumers. For instance, a supply chain can include farms, warehouses, manufacturing facilities, trucks and rail cars, retail stores and the end consumer. The supply chain plays an important role in how freight is moved in Missouri. Four changes are expected to impact supply chains for years to come.



First, the Panama Canal is undergoing an expansion that will allow larger ships to pass through the canal. When the Panama Canal expansion is completed in 2015, there will be a change in waterway shipping patterns. Those ports that have already prepared for large container vessels will become the base for domestic freight movement.

Second, containerized shipments are predicted to grow substantially in the next decades. This will increase "intermodal shipping," defined as using the same container for shipping when transferring among different types of transportation modes, such as transferring from a rail car to a truck. Inland waterway freight movers, in particular, will need to upgrade facilities to be able to send and receive containerized cargo and compete in national and international markets.

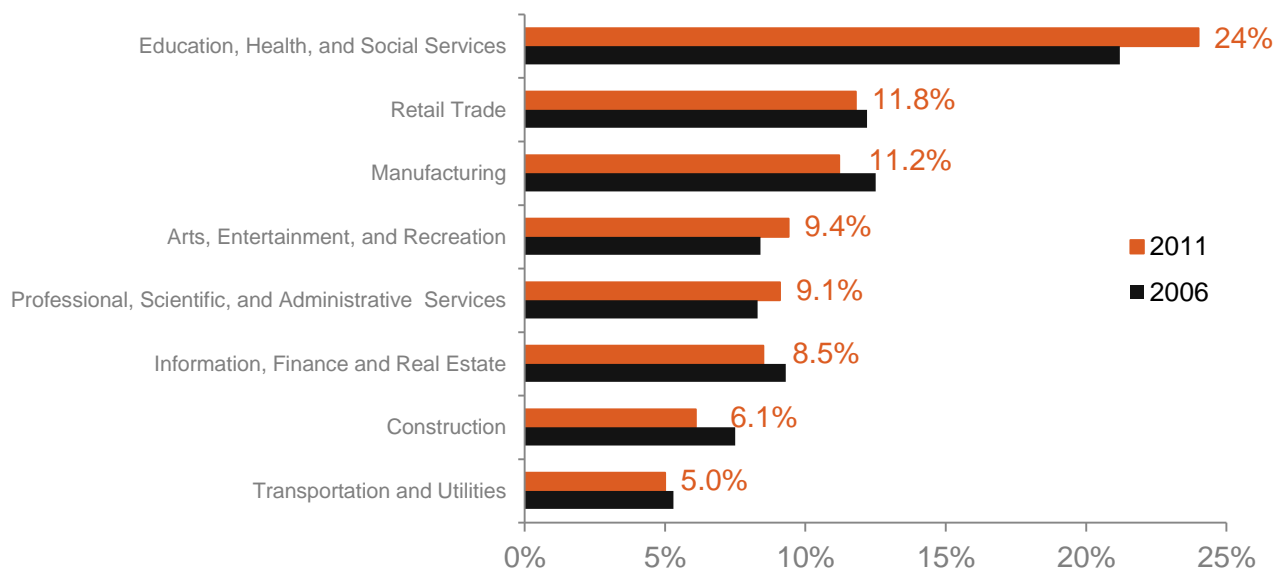
Third, costs are expected to increase in the trucking industry. A shortage of long-haul truck drivers is becoming more problematic as older drivers retire and younger drivers are not filling these openings. Adding to the problem, the new Hours-of-Service regulation that went into effect in July 2013 has decreased the numbers of hours truckers can work. This regulation, which targets improved safety on the system, increases the time needed to make supply chain connections. This regulation also may increase costs as drivers demand more pay to make up for reduced working hours and the resulting decrease in earning ability.

Finally, diesel fuel costs are predicted to rise in the coming years, which will likely shift more freight from trucks to intermodal routes where shipments would be carried by rail or waterways for a large portion of their trips. This may increase overall shipment times.

## Employment Industries are Shifting

Since 2000 the numbers of employees grew fastest in the service sector, education and health services, and leisure and hospitality industries. The largest employment increase has been in the education and health industries, primarily because an aging population has increased demand for health services. Because the demand for health services is ongoing, growth in this industry had remained strong throughout the economic recession. Between 2000 and 2010 the education and health industry grew by more than 20 percent in every area of the state and by more than 30 percent in both the southeast and Ozark regions. The service and hospitality industries also grew, each by approximately 10 percent statewide.

Figure 2.10 - Missouri Employment by Industry



Source: U.S. Census Bureau, American Community Survey

Despite declines in the decade following 2000, manufacturing still plays a significant role in the Missouri economy. With 303,011 employees in 2010, down from 346,672 in 2006, manufacturing was the third largest industry for employment. It was also the second largest industry in terms of annual payroll, at just under \$11 billion. Food product manufacturing is the largest manufacturing employer, followed by production of transportation equipment, ranging from motor vehicle assembly to aerospace engineering.

The professional, scientific and technical fields are also important industries in Missouri. They account for 139,000 jobs, the fifth largest in the state, but create \$8.2 billion in payroll, the third largest in the state. This group includes biotechnology research, particularly the biomedical and animal health industries, which is a significant part of Missouri's economy.

## TRAVEL TRENDS

The personal automobile still reigns supreme both in Missouri and nationally, but current data suggest that attitudes and habits may be shifting. This section examines trends in the travel choices people are making today and how these trends fit into the overall transportation system. For instance:

- Vehicle Miles Traveled (VMT) have declined in recent years, but it is unclear whether this will continue, or if it will reverse to the upward trend present through the majority of the nation's automotive history.
- Transit use has increased slightly since 2010, but Missouri still uses transit at a lower rate than the rest of the country.
- Passenger rail ridership is almost back to the peak seen in 2001, due in part to significant improvements in service.
- Since the TWA-American Airlines merger reduced flights into and out of Lambert-St. Louis International, air travel in the state has held steady, even through the last recession.
- Single occupancy vehicles are still the primary mode of commuting, particularly among older Missourians.
- Vehicle registrations, a sign of car ownership, have remained steady for a decade, but there have been slight declines in recent years.

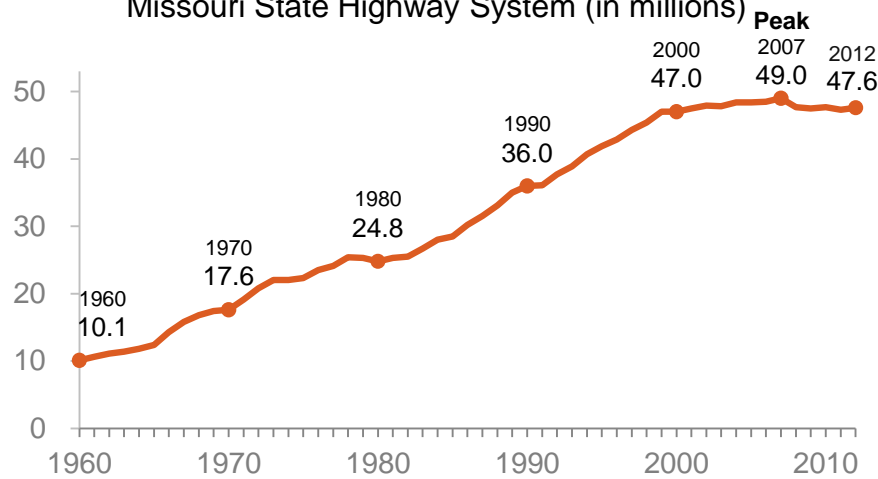
### The Long-Term Trend of Growth in Miles Driven May be Wavering

People are driving fewer miles. Driving in the U.S. peaked in 2004 and has gradually decreased since then. A similar trend took place in Missouri, though the peak came later, in 2007. Nationwide, as well as in the state, the number of miles traveled by vehicles suddenly dropped in 2008, likely due to the shock of the economic problems of that year.

Trends in how much people drive are important. These trends affect demands on the transportation system and affect transportation funding because fuel taxes are a major source of revenue. When less fuel is consumed, fewer tax dollars are generated.

In the past, the number of miles traveled by vehicles increased steadily over time. It is not yet known whether the reversal in this trend marks a permanent change in habits and attitudes, or just a short-term anomaly, possibly due to the weak economic conditions of the past five years.

Figure 2.11 - Vehicle Miles Traveled (VMT)  
Missouri State Highway System (in millions)

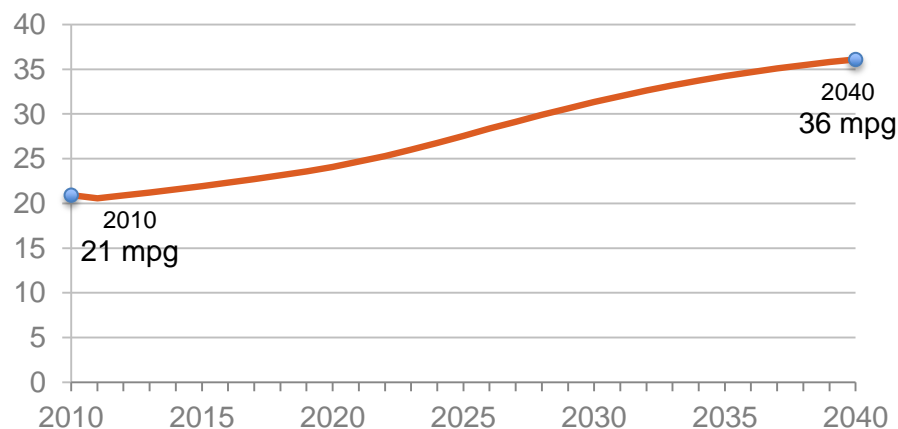


Source: Federal Highway Administration, Highway Statistic Series, "Annual Vehicle-Miles of Travel"

### Fuel Efficiency is Improving

National Corporate Average Fuel Economy (CAFE) standards were first set in 1975 to reduce energy consumption by increasing the fuel efficiency of cars and light trucks. These standards have been adjusted upward several times, most recently in 2012 when they were increased significantly from to 54.5 miles-per-gallon (mpg) for new cars and light-duty trucks by model year 2025. As shown in Figure 2.12, as new vehicles meeting these standards are introduced into the vehicle stock on the roads fuel efficiency will improve. The increased standards seek to reduce greenhouse gas emissions, save consumers at the gas pump, and reduce oil consumption, but the standards also impact transportation revenues. By reducing fuel consumption, the standards will reduce revenues from motor fuel taxes that are collected per gallon of fuel sold.

Figure 2.12 - Average Miles Per Gallon  
Light Duty Vehicles - all vehicle stock

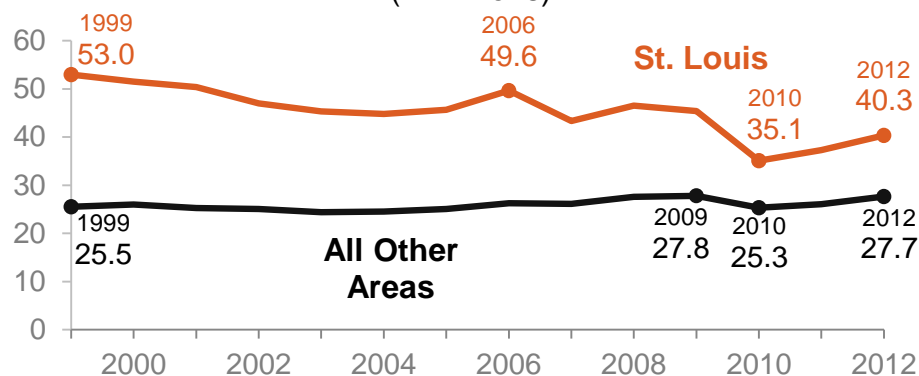


Source: Energy Information Administration.

## Focus on Public Transit

The share of Missouri's population using public transportation to get to work is smaller than the national average, less than 2 percent compared to 5 percent nationally, but transit remains very important to certain segments of the population. People who don't have cars or other vehicles rely most heavily on transit to get to work or school. According to census data, they make up just 2.5 percent of the population but are 40 percent of all public transportation users. Transit is used more frequently by low-income households and younger workers, which often are the people who don't have vehicles. Older workers, perhaps surprisingly, use transit less than the average, though nonworking older Missourians may rely on transit more.

Figure 2.13 - Annual Public Transit Ridership  
(in millions)

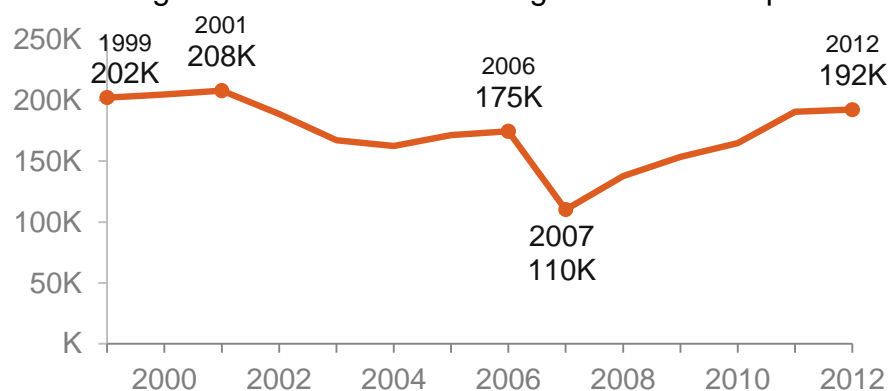


Source: Missouri Department of Transportation

## Better Passenger Rail Service

Between 2001 and 2007 passenger rail ridership in Missouri fell by almost 50 percent. Since 2007, ridership across the state has been on a continuous rise, almost returning to its peak of more than 200,000 annual passengers. In particular, ridership on Amtrak's service between St. Louis and Kansas City has continuously increased since 2007. Part of the increased ridership is due to improved service and operations. On-time performance has improved from 63 percent to almost 90 percent during this timeframe, and additional service has been added for special events.

Figure 2.14 - Annual Passenger Rail Ridership

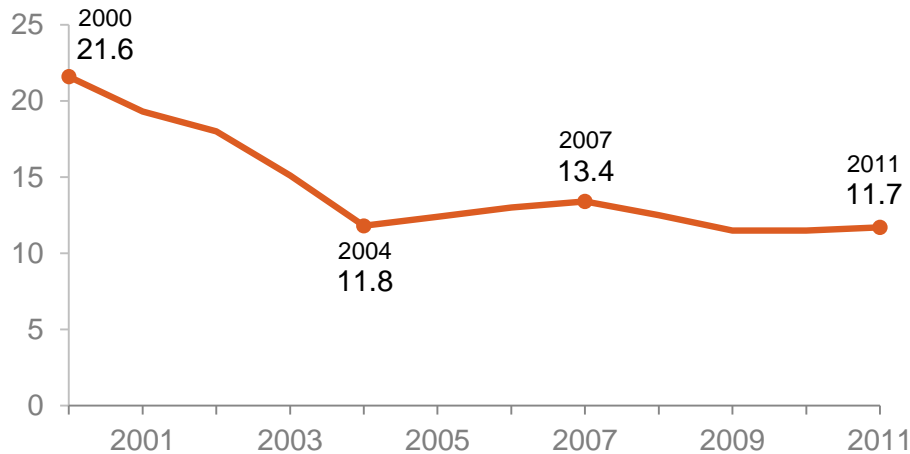


Source: Missouri Department of Transportation

## Airline Travel Remains Steady

Air travel in Missouri declined significantly in the past decade, from nearly 22 million passengers in 2000 to under 12 million passengers by 2004. Since 2004, air travel passenger numbers have remained relatively steady. The initial decrease was due in large part to Lambert-St. Louis International Airport's decline as a major hub, stemming from the 2001 merger of Trans World Airlines (TWA) with American Airlines. Following the merger, American Airlines gradually reduced the number of flights from Lambert Airport, leaving St. Louis as a "mid-size" rather than "large" domestic hub.

Figure 2.15 - Airline Passengers (in millions)

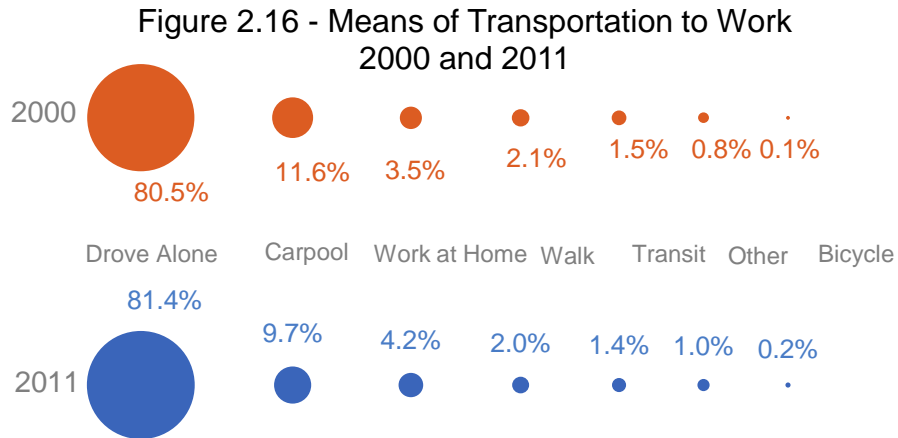


Source: Missouri Department of Transportation

## Commuters Mainly Drive Alone

Not surprisingly, the personal vehicle is by far the most popular commuting option, with more than 80 percent of workers driving alone and less than 10 percent driving in a carpool. While carpooling is still the second most popular option, it is the only commuting option that has decreased in popularity since 2000, when nearly 12 percent of workers used carpools.

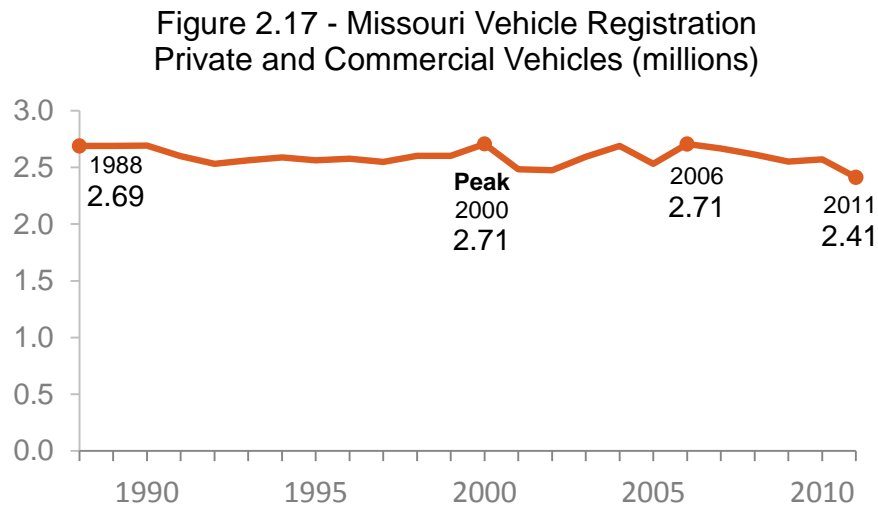
In 2011 nearly 9 percent of workers did not use personal vehicles to get to work. In both 2000 and 2011 about 1.5 percent of workers used public transportation and about 2 percent walked. While still a minor transportation mode, biking grew in popularity, increasing from 0.1 percent to 0.2 percent. Workers using taxis, motorcycles and other transportation modes increased from 0.8 to 1.0 percent. However, given the small percent of workers using these modes of transportation, these apparent increases may be within the margin of error and not true increases. Between 2000 and 2011 the percentage of workers working from home increased from 3.5 to 4.2 percent. This increase likely resulted from improvements in the availability and quality of communication technologies.



Source: U.S. Census Bureau, American Community Survey

### Vehicle Ownership Declines

Vehicle ownership declined between 2000 and 2011. According to U.S. Department of Transportation data, private and commercial vehicle registrations decreased 11 percent from an estimated 2.7 million in 2006 to 2.4 million in 2011. The current level of vehicle ownership is similar to that of 2001 and 2002, when vehicle registrations also fell below 2.5 million. Because vehicle registrations have varied over the years, it is not yet known whether the decrease will be short-lived or part of a long-term trend.



Source: Federal Highway Administration, Highway Statistics Series

# THE TRANSPORTATION SYSTEM

Missouri's transportation system is a vast network of highways, bridges, rural and urban buses, railroads, airports, waterways, and biking and pedestrian paths. Together, these components link people with jobs and services; businesses with suppliers, employees and customers; visitors with destinations; agricultural products with markets; and students with schools. The pages that follow describe the components that make up the transportation system that keeps Missourians connected and safe.

## ROADWAYS

The majority of travel in Missouri is made possible by its large and well-connected road network that is used by personal vehicles, trucks and buses. The road network consists of a state-owned system of interstates, state highways and a local road system maintained by city and county governments.



*There are 33,700 miles of State Highways in Missouri*

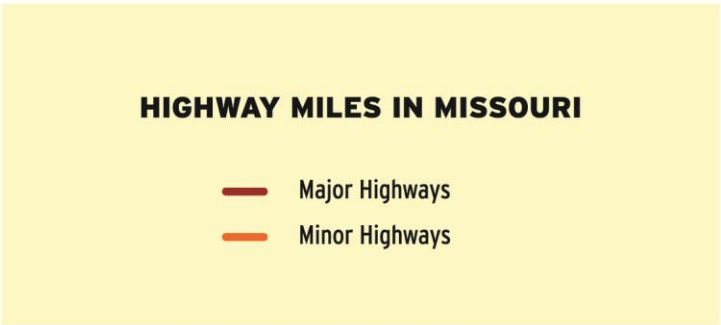
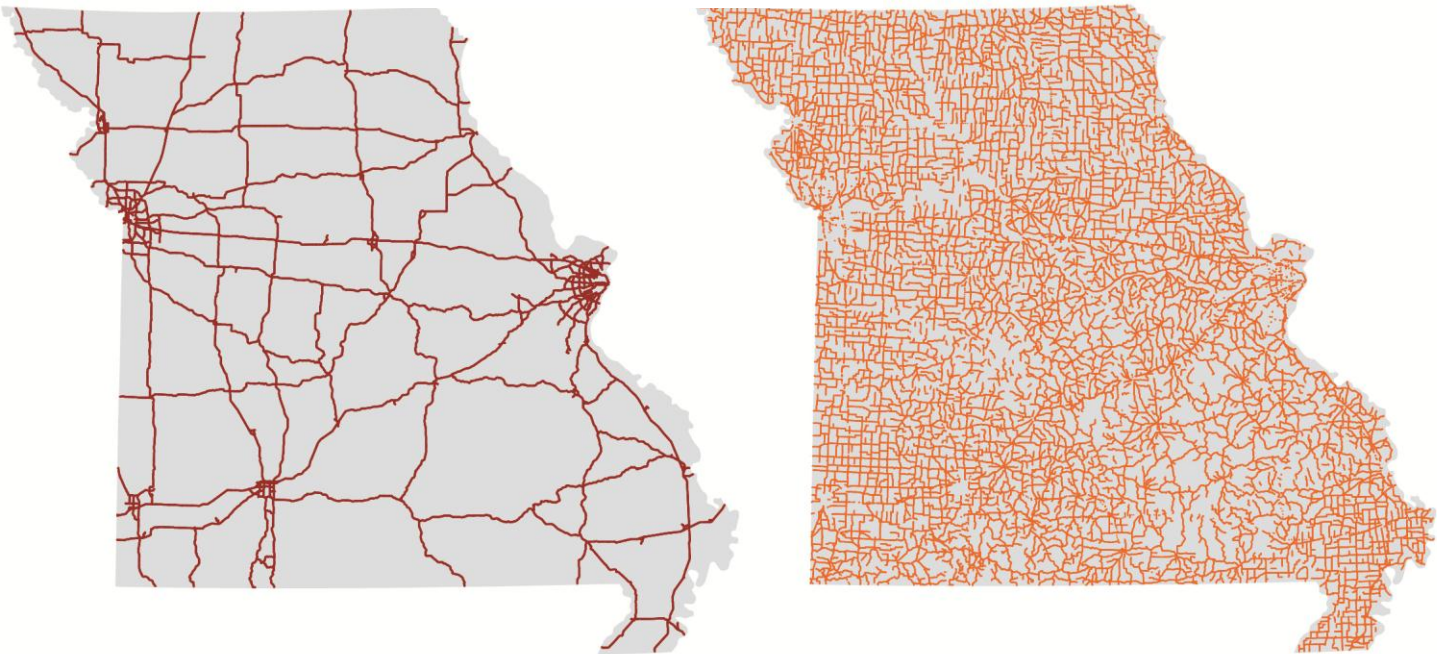
### State Highways

Missouri has the seventh largest state highway system in the United States. Each day, 130 million miles are driven and 1.1 million tons of freight are hauled on this system. It is made up of 33,700 miles of roadway, 5,500 miles of which are classified as heavily traveled "major highways" and 28,200 miles of which are defined as lesser traveled "minor highways."

Missouri's major highways, such as I-70, I-44, U.S. 36, U.S. 50, U.S. 60 and U.S. 63, encompass just 20 percent of the state highway miles but carry 80 percent of the system's traffic. Many of the busy routes in urban areas, particularly where vehicles travel between business districts and residential areas, also are classified as major highways.



Figure 3.1 – Highway Miles in Missouri



Missouri's minor highways primarily serve local transportation needs and consist mostly of lettered routes such as AA, B and Z. Minor highways encompass 80 percent of the state highway miles and carry 20 percent of the state's traffic. The minor highways serve as a vital link to the agricultural industry throughout the state. In 2012, 31 percent of minor highways were in fair or poor condition.

TABLE 3.1 - HIGHWAY TRAVEL/CONDITION OVERVIEW

Major Highways		Minor Highways
20%	Miles of Missouri System	80%
80%	Where Travel Takes Place	20%
12%	Percent Fair/Poor Condition	31%

## BRIDGES

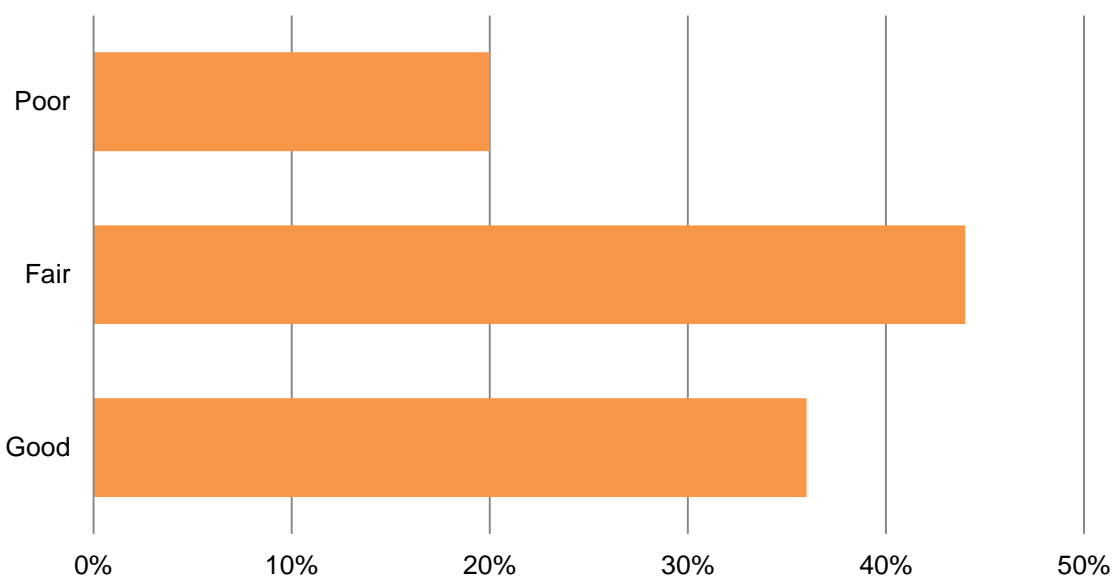
Missouri's rivers, lakes and streams provide ample recreational activities and commercial activities, but create a transportation challenge to safely and efficiently move people and freight. The state highway system includes 10,364 bridges of varying sizes, including 211 major bridges that are longer than 1,000 feet, or about the length of three football fields.

Keeping close tabs on the condition of bridges is important to ensure travelers are safe. Currently, 44 percent are in fair condition, 20 percent are in poor condition and 36 percent of state bridges are in good condition.



*Christopher S. "Kit" Bond Bridge in Kansas City, MO – A Major Bridge*

Figure 3.2 - 2012 State Bridge Conditions



## LOCAL ROADWAYS

In addition to the state system of roads and bridges, Missouri has a large network of local roadways. These local systems include 22,800 miles of city streets, 73,600 miles of county roads and 13,800 bridges. Although these facilities are maintained under the jurisdiction of local city and county governments, the state partners with these entities to ensure the overall roadway system is safe, maintained and well-connected.

These local roads are a critical part of our state's overall transportation system. In many areas of the state, Missourians rely on these roads every single day to get kids to school, get to work or simply access everyday needs.



*Typical street intersection*



*Typical county road in rural Missouri*

## PUBLIC TRANSIT

Public transit provides people with an alternative to the personal vehicle and continues to be incredibly important for many Missourians' ability to get to work, school or access to other essential services. In Missouri, transit travel mostly occurs on buses and vans, but includes other forms such as light rail and street cars. Missouri's larger cities typically offer a broad array of transit services, in some cases offering service for most hours of the day, seven days a week. Transit-dependent residents in smaller communities and rural areas typically rely on limited scheduled trips (specific days of the week or month) or on-demand services that must be scheduled in advance.

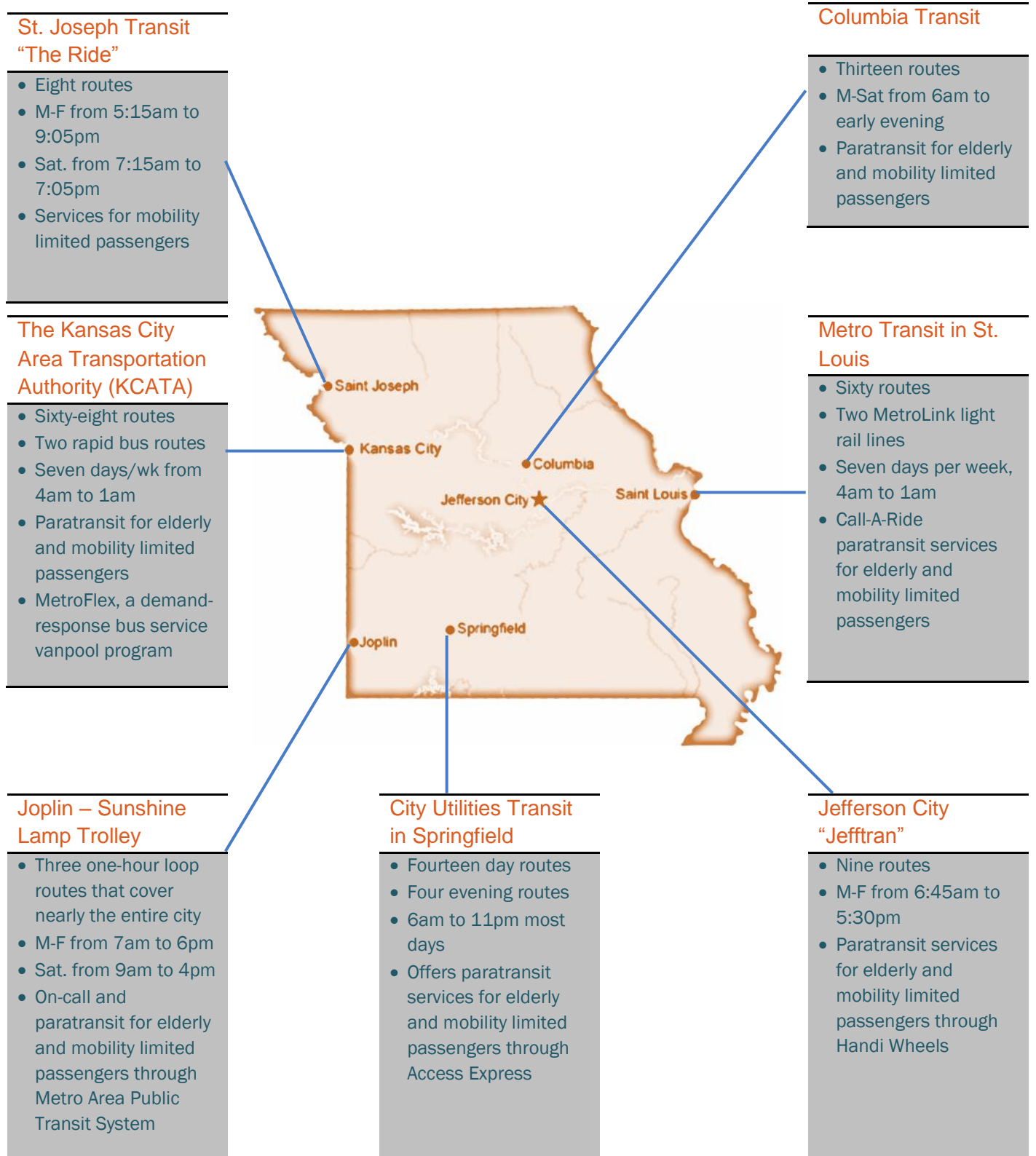
### Urban Transit

Seven of the state's largest metro areas — St. Louis, Kansas City, Springfield, Columbia, Jefferson City, Joplin and St. Joseph — support urban transit systems offering a variety of services and availability. On average, 165,000 passengers board these buses each day.



*The MAX Bus in Kansas City*

Figure 3.3 – Missouri Urban Public Transit Systems





## Rural Transit

As shown on the map below, rural transit service providers serve rural areas. OATS Inc. is a private, not-for-profit organization serving 87 of Missouri's 114 counties. Southeast Missouri Transportation Service (SMTS) serves 20 of Missouri's counties. Some of these services are branded with a localized name, such as KirkTran (Kirksville), The Linc (Lincoln County), Old Drum Service (Warrensburg), The Bus (Sedalia), JeffCo Express (Jefferson County), Magic City Express (Moberly), and the Way 2 Go bus (Stone County). In addition, 19 towns, cities and not-for-profit organizations offer local transportation services.

Services offered vary and include local buses, intercity bus services, taxi coupon programs and paratransit (which is a service that does not follow fixed routes or schedules). The frequency of transit service in rural Missouri varies by county, but on average is two days per week.

State and local social service programs also offer transit services for riders with financial or physical needs. Assistance is offered in the form of cash reimbursements, contracts with public or private transportation providers or agency-operated transportation services.



*With the motto "Anyone Can Ride", SMTS provides a full range of curb-to-curb transportation services in Southeast Missouri.*

Figure 3.4 - Rural Transit Service Providers

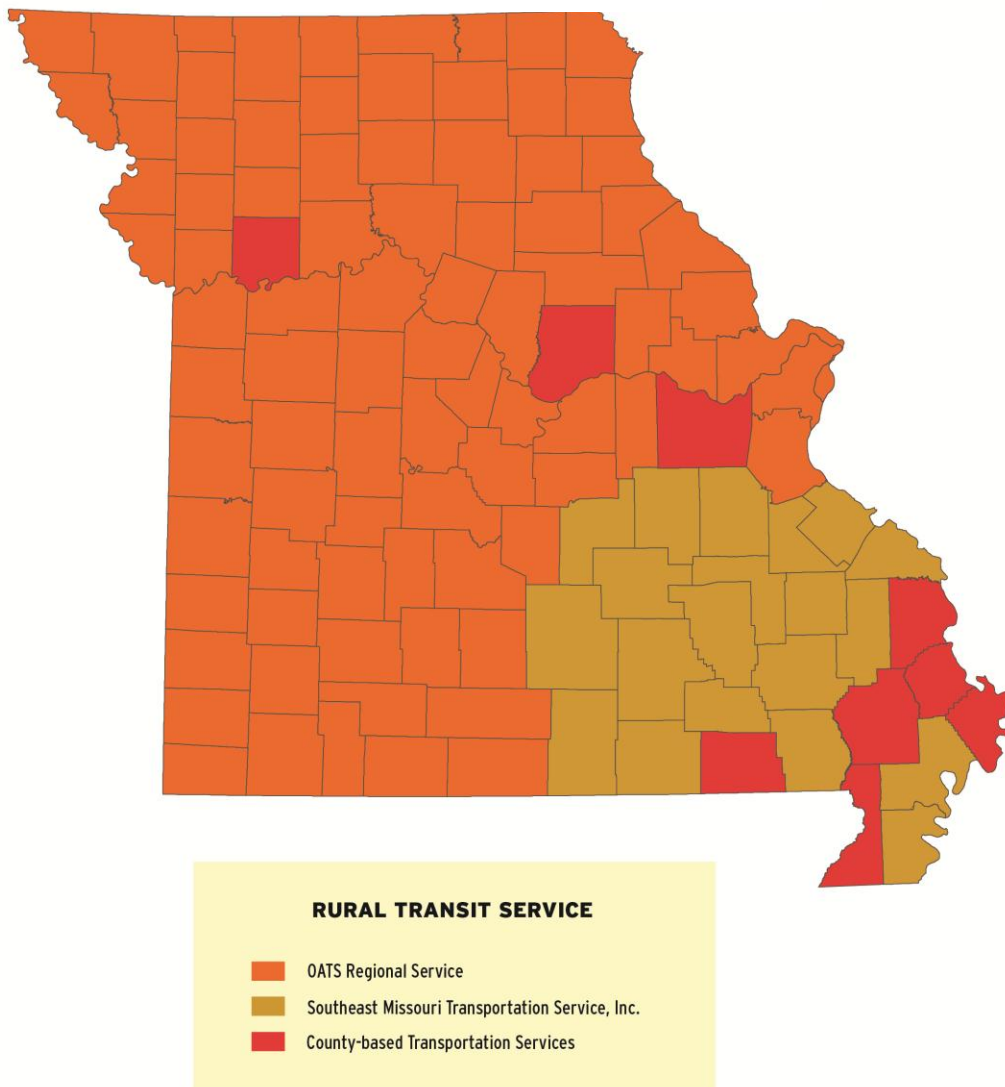
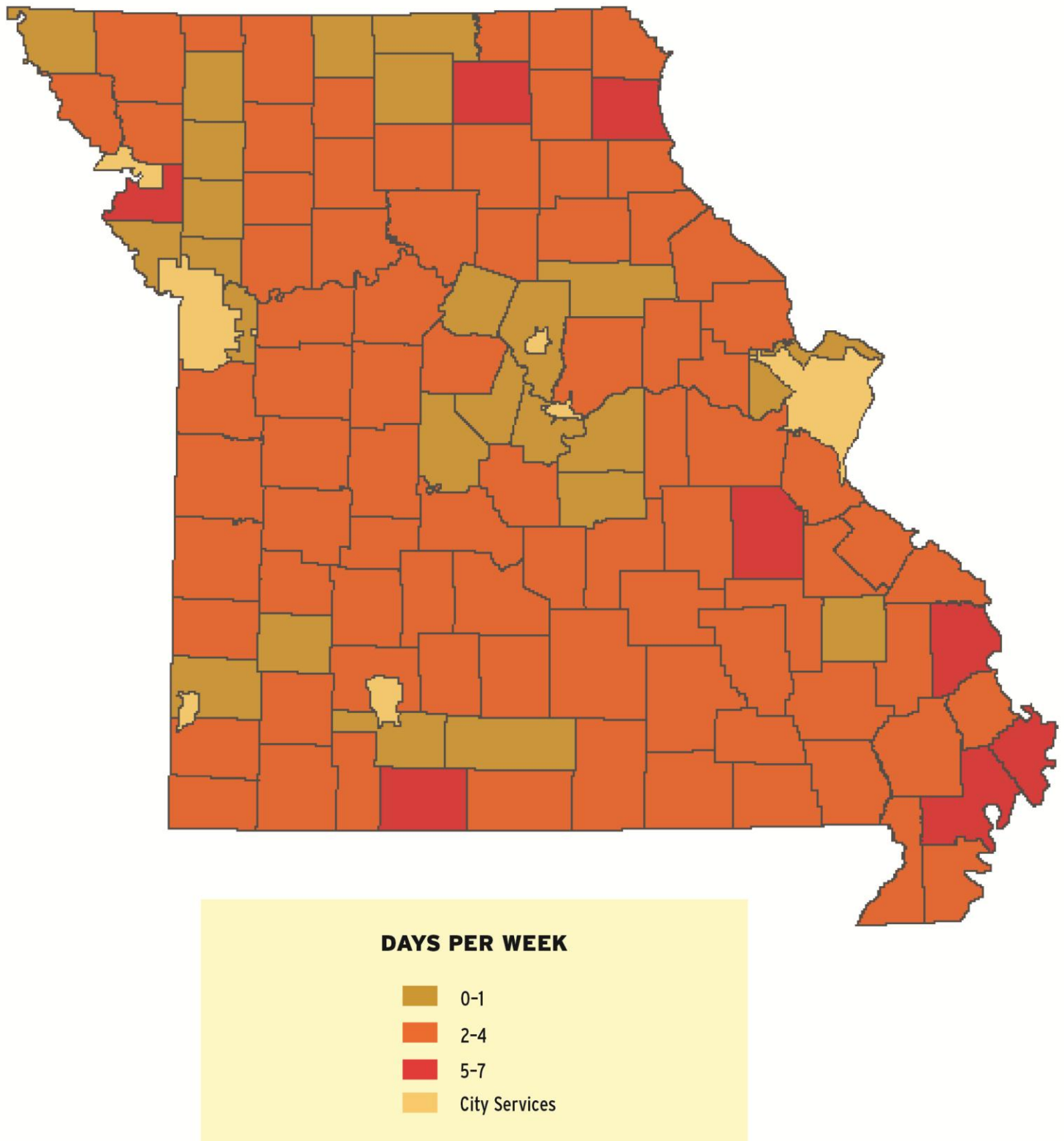


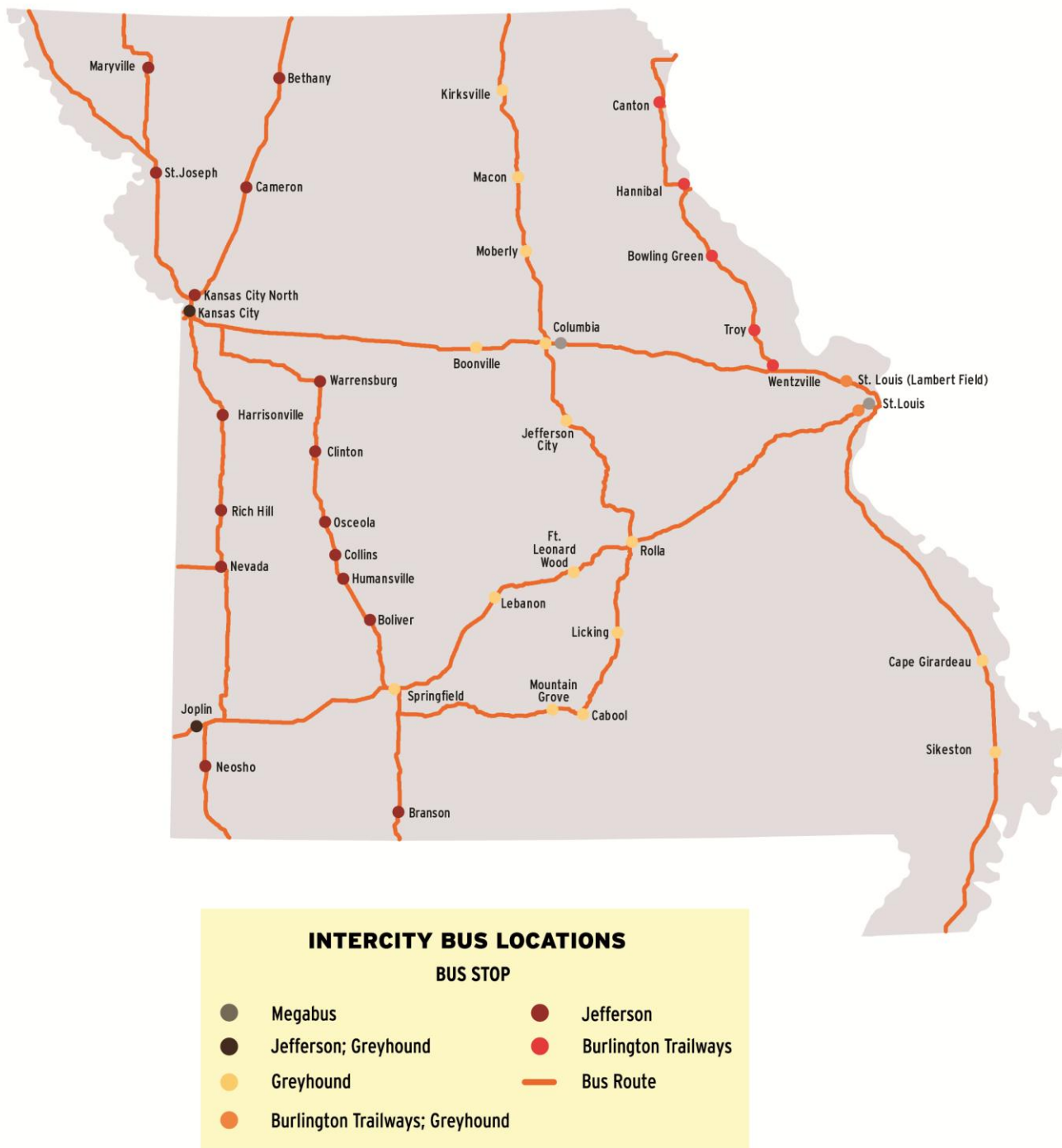
Figure 3.5 - Average Days Per Week for Rural Transit Service



## Intercity Bus

Missouri's intercity bus services provide a link between smaller communities and also connect those communities to larger urban areas that offer services and opportunities otherwise not available. Four intercity bus companies provide service to Missourians — Greyhound, Megabus, Burlington Trailways and Jefferson Lines.

Figure 3.6 - Intercity Bus Locations





## AVIATION

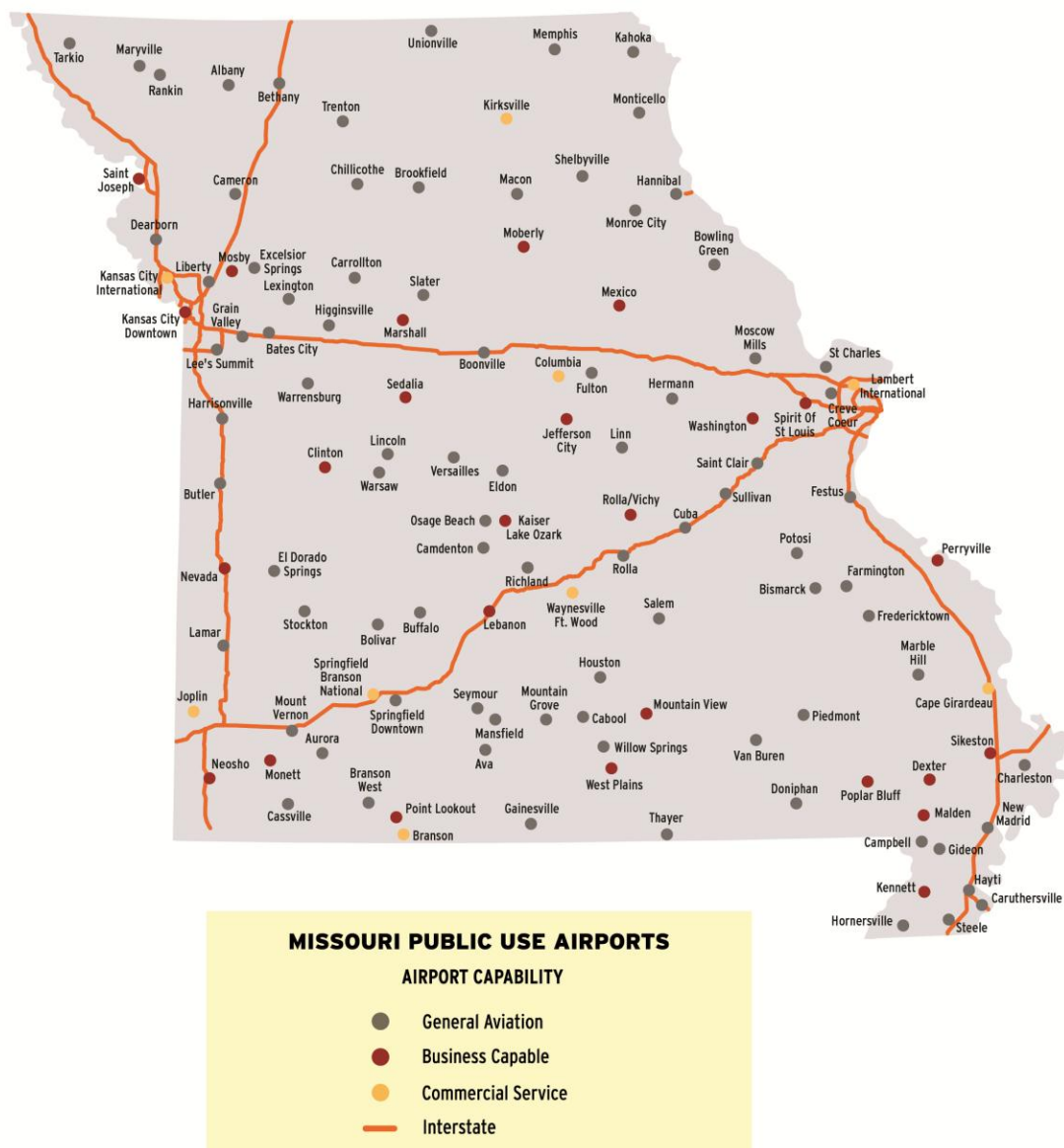
Airports play a vital role in connecting people, communities and markets. Missouri boasts nearly 500 aviation facilities, including both public and privately owned airports, heliports, seaplane bases and grass landing strips. Of those, 125 are commercial service, business capable or general aviation airports for public use.

Each year, about 12 million passengers travel through Missouri's airports. Airports also allow Missouri residents and businesses to ship and receive goods from all over the world. In 2012, 195,000 tons of freight were shipped through Missouri's airports. Moving freight by air is typically reserved for high-value and time-sensitive goods.

Keeping the state's runways in good condition is critical, and has been a focus of federal and state aviation funding in Missouri. As a result, 81 percent of the state's runway pavements were in good condition in 2012.

Missouri's 125 public-use airports are pictured in figure 3.7.

Figure 3.7 - Missouri Public Use Airports



## Commercial Service Airports

Each year, nearly 12 million passengers use Missouri's nine commercial service airports, and in 2012, 81 percent of commercial flights in Missouri arrived on time. Two of the nine commercial airports — Lambert-St. Louis International and Kansas City International — offer national and international flights. Kansas City International Airport acts as a consolidation point for FedEx, UPS, Airborne, BAX Global, Emery and DHL feeder aircraft and trucks serving western Missouri and eastern Kansas. St. Louis-Lambert International Airport performs a similar function for ABX Air Inc., FedEx and UPS serving eastern Missouri and Western Illinois. Springfield-Branson National offers national service. Six more airports offer regional service — airports in Branson, Cape Girardeau, Columbia, Fort Leonard Wood, Joplin and Kirksville.



*Commercial Service (Kansas City International Airport)*

## Business Capable Airports

In Missouri, 35 business capable airports have runways of 5,000 feet or longer. These airports, such as Jefferson City Regional pictured below, support local and regional economies by accommodating large corporate jets that provide efficient access to communities around the state.



*Business Capable (Jefferson City Regional)*

## General Aviation Airports

The final category of public use airports are those classified as General Aviation, such as the Branson West Municipal — Emerson Field pictured below. While these airports may provide passenger service, they are more typically used by businesses and corporations and for agricultural, aeromedical, law enforcement, emergency response and recreational activities.



*General Aviation (Branson West Airport)*

## Waterways

About 30 million tons of freight claim a Missouri port as the point of origin before being moved along the Missouri and Mississippi Rivers. Access to this transportation option is made available through 14 public port authorities in the state. Commodities transported by barge tow on the Missouri River include agricultural products, chemicals such as fertilizers and petroleum products, and manufactured goods such as building materials. The Mississippi River continues to be a major mode of transportation for a variety of farm products as well as other bulk materials such as chemicals and building materials.

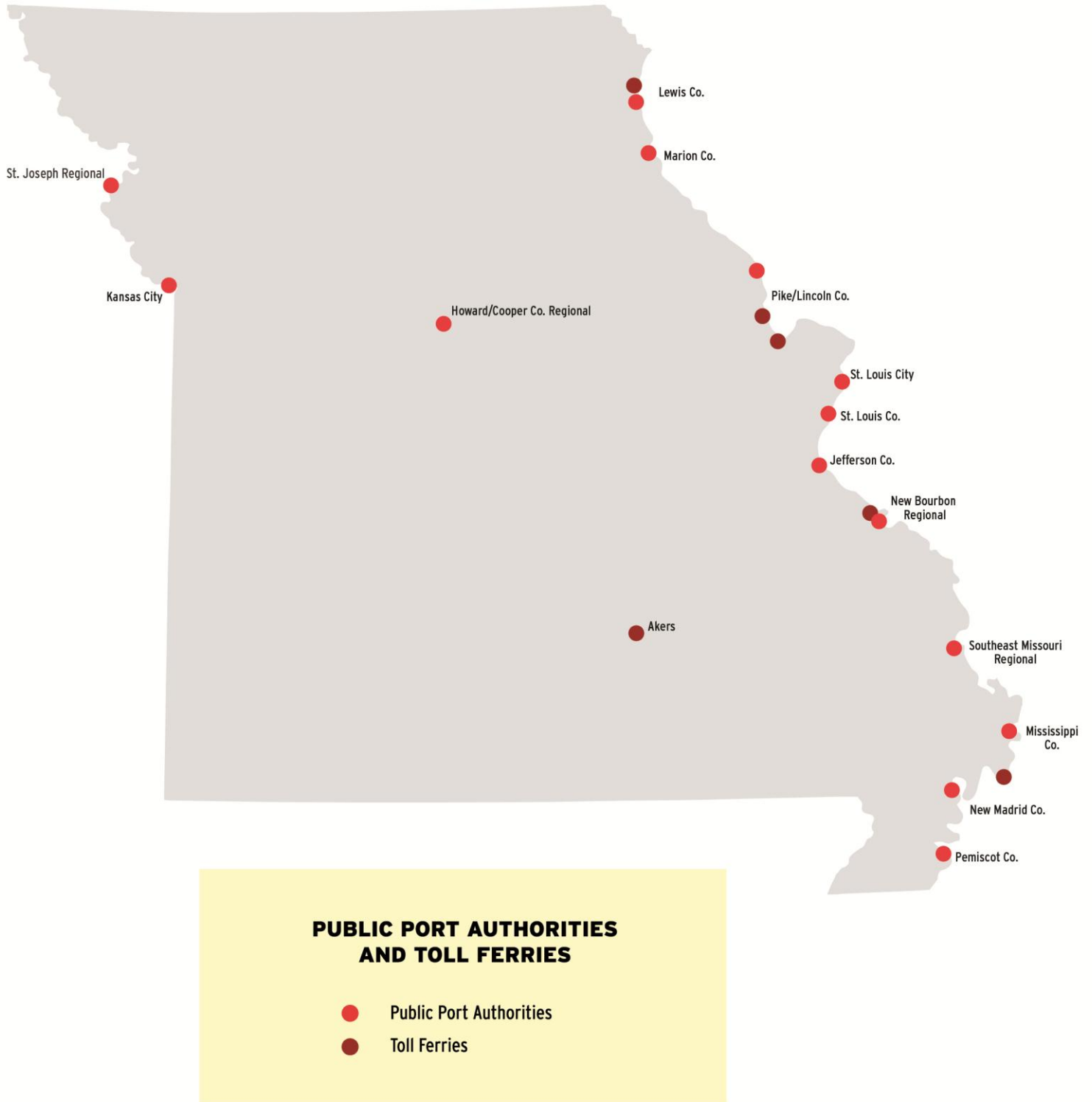
Missouri also offers six toll ferry services – five of the ferries cross the Mississippi River and one crosses the Current River.

Missouri has three nationally designated marine highways, M-29, M-55 and M-70, which shadow the interstate highway system along the Mississippi and Missouri rivers. The marine highway network has been identified to expand the use of our nation's navigable waterways to relieve landside congestion, reduce air emissions and generate other public benefits by increasing the efficiency of freight movement on the surface transportation system.



*Waterway Port (Southeast Missouri Regional Port, Scott City) offers a full range of dry bulk commodity storage and shipping.*

Figure 3.8 - Public Port Authorities and Toll Ferries





## FREIGHT RAIL

Railroads play a major role in moving freight within and throughout the state and across the country. They also provide critical connections to the global marketplace and support a strong industry of more than 8,000 jobs statewide. In 2012, 438 million tons of freight were moved along Missouri railroads.

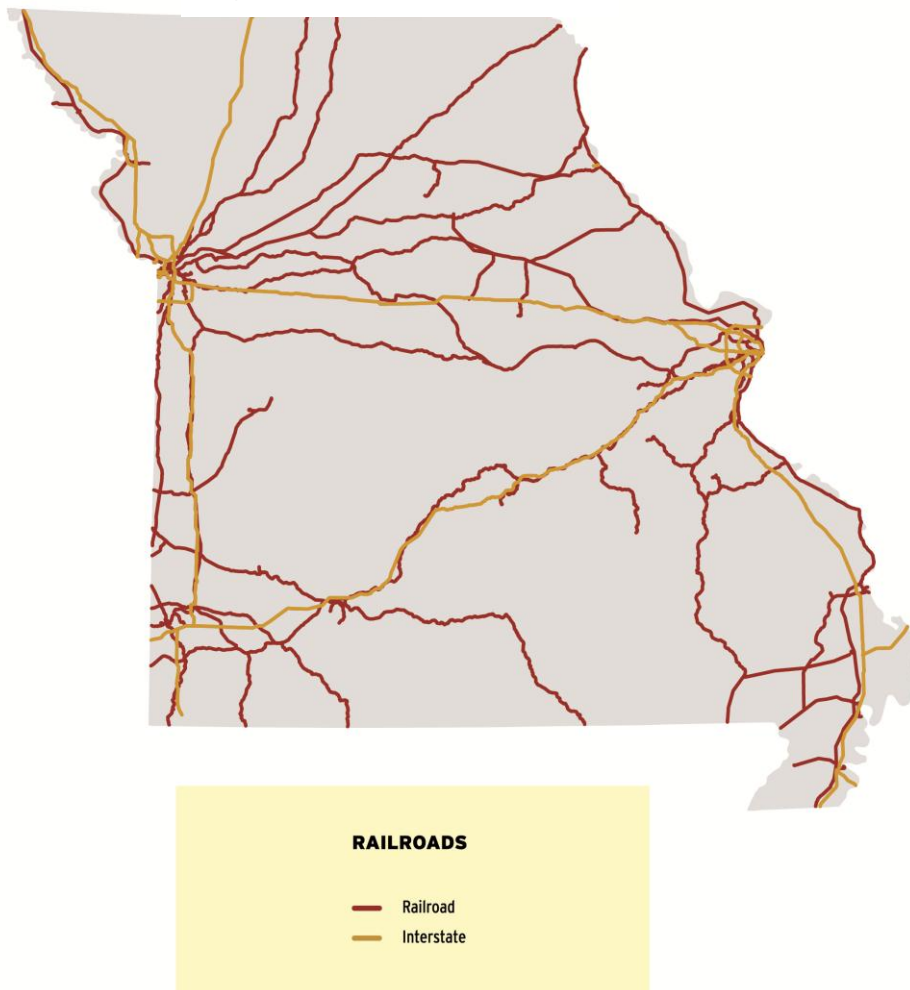
Missouri is a rail-intensive state. The second and third largest rail hubs in the nation are located in Kansas City and St. Louis, respectively, and Missouri has the 10th largest rail system with 4,822 miles of track that are owned and operated by 19 different railroad companies.



*Union Pacific Train*

Of the seven Class 1 railroads in the United States, six of them own tracks or have operating rights in Missouri. These include: Burlington Northern Santa Fe Railway (BNSF), CSX Transportation (CSX), Kansas City Southern Railway (KCS), Norfolk Southern Railway (NS), Soo Line Corporation (the U.S. operating arm of Canadian Pacific) and Union Pacific Railroad (UP). These Class 1 railroad companies operate 87 percent of the railroad miles in Missouri.

Figure 3.9 - Railroad Tracks



### DID YOU KNOW?

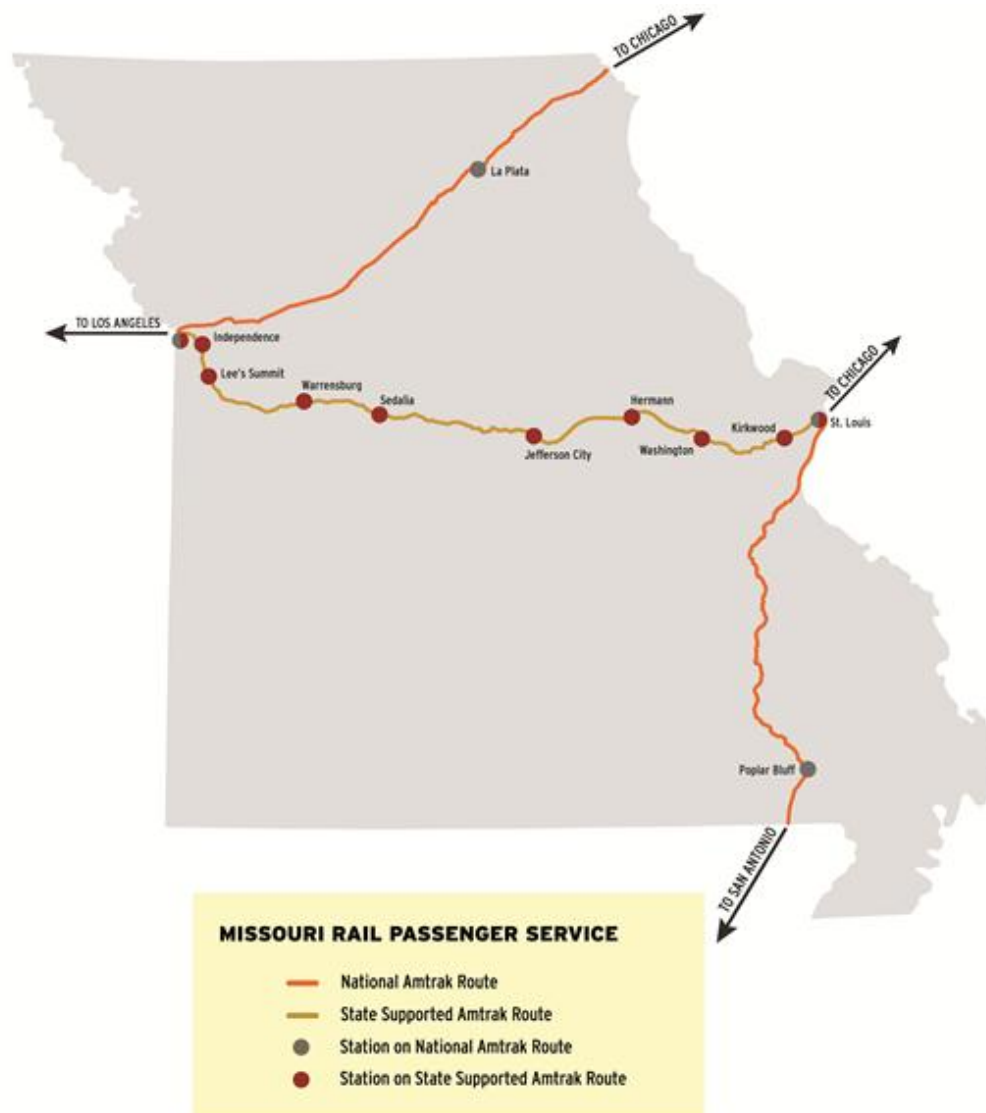
If all the freight carried on trains was shifted to trucks, more than 20 million trucks would be added to Missouri's highways

## PASSENGER RAIL

In addition to freight moving along railroads, Amtrak operates two national passenger train routes in Missouri, providing connections to Chicago, Los Angeles and San Antonio, and a state-supported route between St. Louis and Kansas City. The state-supported route, called Missouri River Runner, also includes stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. The Missouri River Runner provides two trips each day and had an 89 percent on-time performance in 2012. Each year, about 500,000 passengers ride Amtrak trains in Missouri, which includes 200,000 on the state supported route. Passenger rail in Missouri is seen as a growing industry for business travelers, students and commuters alike. Given the expected population growth in some areas, passenger rail will continue to be an important option for travelers in Missouri.



Figure 3.10 - Passenger Rail Services



## BICYCLE AND PEDESTRIAN

Bicycle and pedestrian facilities provide transportation options for those who cannot or choose not to drive and provide links between the various modes of transportation. These facilities are most commonly recognized as sidewalks, shoulders or lanes adjacent to cars and trucks along a road, crosswalks at signalized intersections and trail systems to name a few. Although many of these facilities are managed by cities and counties, state highways also accommodate bicyclists and pedestrians. Within the 33,700 mile system, there are many existing pedestrian facilities that need to be improved. These are identified in MoDOT's Americans with Disabilities Act Transition Plan and improvements are being added as roadway alterations are completed.

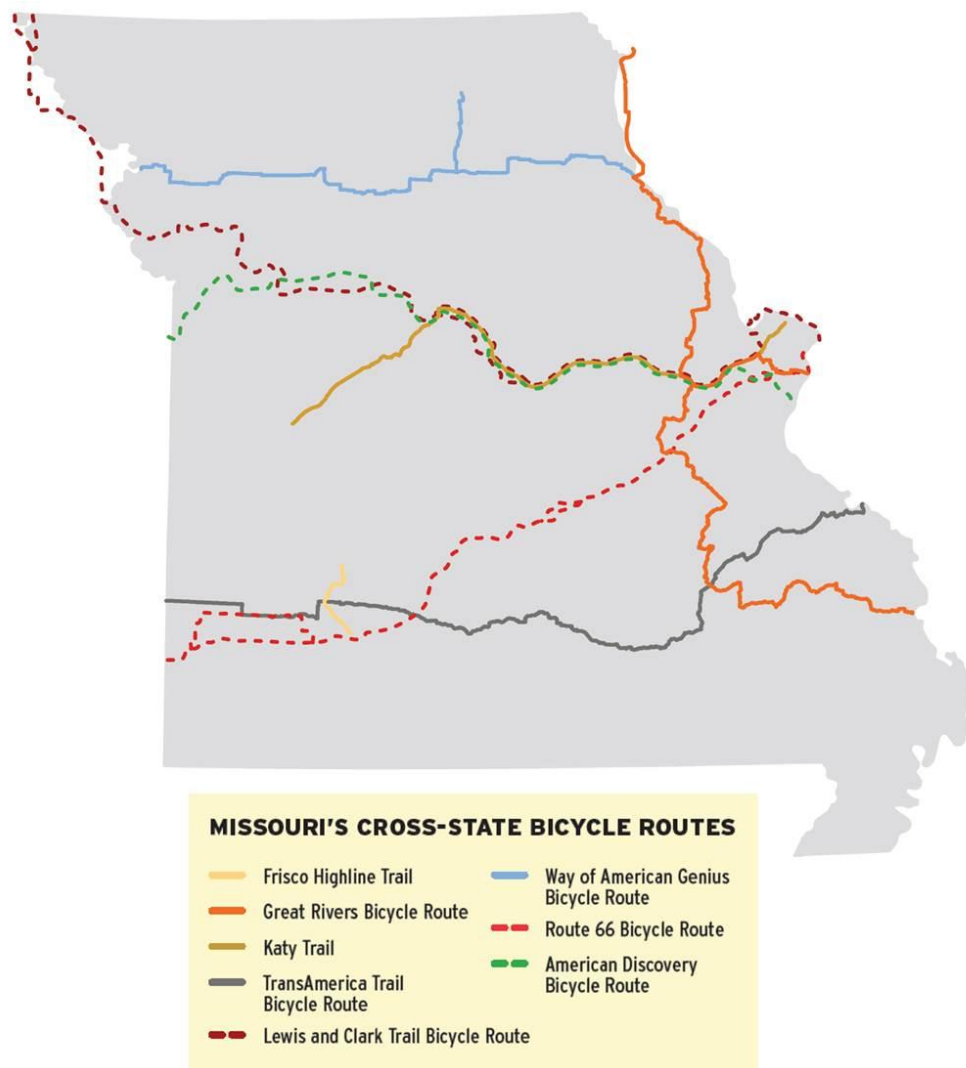
Missouri also has six cross-state bicycle routes and about

600 miles of shared use paths. In 2011, less than 1 percent of Missouri workers age 17 or older commuted to work by bicycle and 2 percent walked. A MoDOT study in 2011 found that 23.7 percent of Missourians had walked along a public road in the past two weeks and 5.9 percent of Missourians had bicycled along a public road in the past two weeks.



*Sidewalks and paths provide important transportation options*

Figure 3.11 – Missouri's Cross-State Bicycle Routes





## THE SYSTEM AS A WHOLE

As previously described in the individual sections of this chapter, Missouri's transportation system is large and complex. It contains over 100,000 miles of highways and local roadways, a multitude of public transit options, thousands of miles of railway, hundreds of airports, over a dozen waterway ports and a network of sidewalks and shared-use facilities.

The size and scope of these components are each impressive, but the Missouri transportation system is greater than the sum of these individual parts. It is the connections *between* the system components, such as where bike paths connect to public transit hubs and where rail freight can be loaded onto trucks that make it especially useful. Think about a day in the life of a small business owner. Everything he or she touches has to do with the interconnectivity of our transportation system. Think about how the employees get to work or how the materials get to the producer and eventually the consumer — either here in Missouri or around the world. All of these items rely on a safe and reliable transportation system. For that reason, each transportation mode in Missouri cannot be thought of as an individual safe and reliable transportation system. Instead, each component — whether road, rail, waterway port, airport, bus, or sidewalk — must be considered part of one large and interconnected network.

# THE FINANCIAL SITUATION

This section explores where transportation revenues come from, how they are allocated in Missouri and where we are headed as a state.

## A DECLINING REVENUE SOURCE AND INCREASING COSTS

The majority of MoDOT's transportation funding comes from fuel taxes, which are a fixed amount for every gallon of fuel purchased. Since the 1920s, fuel taxes provided a stable funding source for maintaining and improving the transportation system, but that is not the case anymore. Fuel prices have skyrocketed in recent years, causing less driving and increasing the demand for fuel-efficient and alternative fuel vehicles. Automakers have responded by increasing the efficiency of all makes and models and are marketing that efficiency to the driving public. While these trends are great for the environment, they are bad for transportation funding because the largest transportation revenue sources are the federal and state fuel taxes.

In Missouri, the combined federal and state fuel tax rate has been 35.4 cents per gallon since 1996. Until 2005, this fuel tax provided stable growth because the number of gallons purchased increased each year. From 2005 to 2013, the number of gallons purchased in Missouri has declined 6 percent, and is projected to decline an additional 18 percent by 2035. Other sources of state revenue are available for transportation, such as motor vehicle sales taxes and vehicle licensing fees, but are not adequate to offset the declining fuel tax and to keep pace with inflation.

**WHEN GAS PRICES WERE  
\$1.20/GALLON, THE FUEL  
TAX WAS 35¢.**

**Now gas prices are  
\$3.50/gallon, but the  
fuel tax is the same 35¢**

Figure 4.1 - Fuel Taxes compared to Fuel Prices

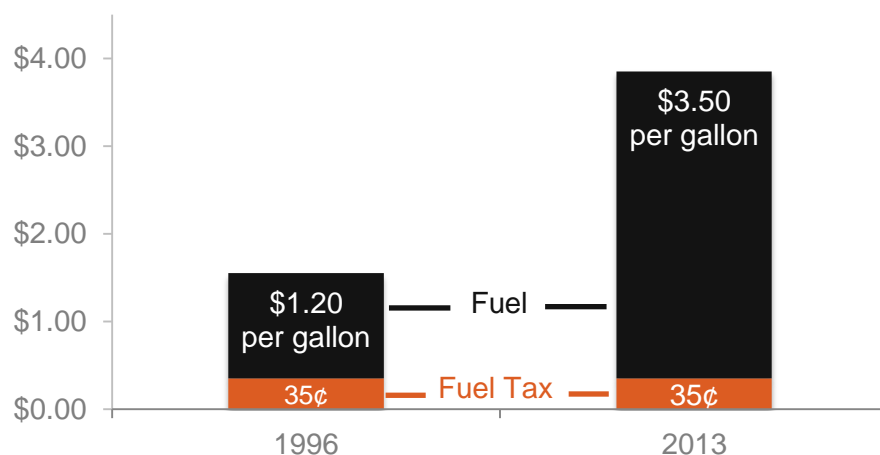
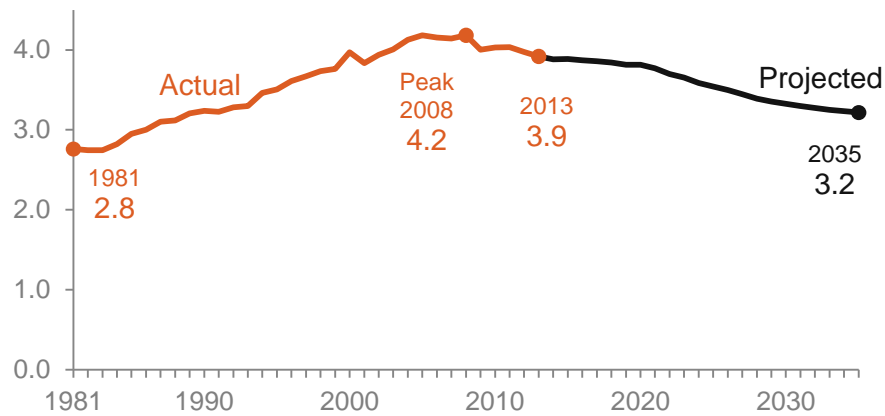


Figure 4.2 - Gallons of Fuel Taxed in Missouri  
(billions)



Unfortunately, while transportation revenues are declining, the costs to maintain the transportation system and associated services have risen steadily over the last 20 years and are expected to continue increasing into the future. As shown in Table 4.1, the costs of fuel, concrete and asphalt have tripled and steel prices have doubled since 1992. The severity of these increases is stark when compared with regular inflation, which has increased by 60 percent over the same timeframe as measured by the Consumer Price Index. Because these primary cost components for transportation have increased dramatically, the costs of maintaining the transportation system have also increased dramatically when compared with many other industries and services.

Table 4.1 - COST INCREASES

	1992	2011	% Increase
Fuel (\$/gallon)	\$1.30	\$3.85	196%
Concrete (\$/cubic yard)	\$51.30	\$153.60	199%
Asphalt (\$/ton)	\$21.52	\$59.31	176%
Steel (\$/metric ton)	\$450.00	\$900.00	100%
Regular Inflation (consumer price index)	\$140.30	\$224.90	60%

## WHERE THE MONEY COMES FROM

MoDOT developed a 20-year financial forecast to identify funding available for transportation investments. The forecast includes revenue projections from state taxes and fees dedicated for transportation purposes and from federal transportation funding administered by MoDOT.

Over the next 20 years, the largest source of transportation revenue, about \$12.7 billion, is expected from state fuel taxes. The bulk of this source is raised through a 17 cents per gallon tax on gasoline and diesel fuel. The revenue raised from these taxes, by law, must be spent on highways and bridges. Aviation fuel is also taxed in Missouri at a separate 9 cents per gallon rate, and the revenues generated must be spent on airport improvements.

The next largest source of transportation revenue over the next 20 years, approximately \$12.2 billion, is from the federal government and mostly comes from the federal fuel tax (18.4 cents per gallon tax on gasoline and 24.4 cents per gallon tax on diesel fuel). MoDOT works with its federal partnering agencies – Federal Highway, Transit, Aviation and Rail Administrations – to administer these funds. Most federal funds are allocated for specific purposes and typically require a 20 percent state or local match. Unfortunately, federal government funding is very uncertain as the federal highway trust fund, where the federal fuel taxes are deposited, is projected to be insolvent by 2015.

**THE FUTURE OF FEDERAL  
FUNDING IS VERY UNCERTAIN**

About \$8.9 billion of transportation revenues over the next 20 years are a result of the state sales taxes paid on the purchase or lease of motor vehicles. This revenue source also includes a portion of the sales tax paid on jet fuel, which is dedicated to airport improvements.

Vehicle and driver licensing fees include the revenue received from licensing motor vehicles and drivers and make up approximately \$6.6 billion of transportation revenues over the next 20 years. This revenue source also includes fees for railroad regulation. Similar to the motor fuel tax, the motor vehicle and driver licensing fees are not indexed to keep pace with inflation.

Interest and miscellaneous revenues provide approximately \$2.5 billion of transportation revenues. Interest is earned on invested cash balances, similar to a savings account. Other miscellaneous collections include construction cost reimbursements from local governments and other states; proceeds from the sale of surplus property; and fees associated with the Missouri logo-signing program, which provide the blue advertising signs on roadways that let travelers know where they can find food, lodging and fuel.

The state General Revenue fund provides approximately \$0.3 billion of transportation revenues over the next 20 years. The Missouri General Assembly appropriates these funds for rail, transit and waterway investments.

## HOW THE MONEY IS DISTRIBUTED

Transportation revenue is shared among local governments, the Missouri State Highway Patrol, the Missouri Department of Revenue and MoDOT. About \$7.4 billion of state and federal funding is dedicated to local governments for transportation purposes over the next 20 years.

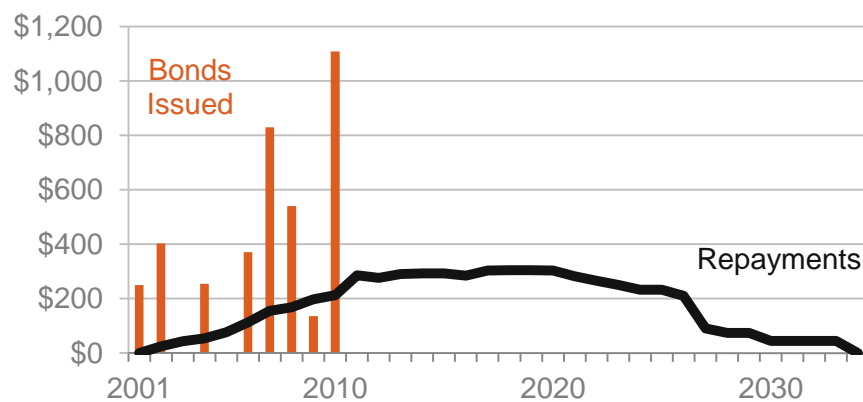
Missouri's Constitution allows a portion of state transportation revenues to be appropriated by the General Assembly to other state agencies. Appropriations are limited to (1) the Missouri State Highway Patrol (MSHP) to administer and enforce motor vehicle laws and (2) the Missouri Department of Revenue (DOR) to cover the costs for tax and fee collections. DOR is entitled to the actual cost of collection, not to exceed 3 percent of revenues collected. MSHP and DOR are expected to receive \$5.0 billion and \$0.4 billion of transportation revenues, respectively.

Transportation revenues for MoDOT staff provide labor and support for operating and administering Missouri's transportation system, covering activities such as snow removal, mowing, installing and repairing signs and traffic signals, striping, and patching potholes.

About \$7.4 billion of transportation revenues are estimated to be used over the next 20 years for MoDOT staff costs. MoDOT supplies and equipment are also needed to support these activities and include acquiring and maintaining MoDOT's yellow trucks, tractors, salt, supplies, traffic signals and signs across the state. MoDOT supplies and equipment total \$4.9 billion over the next 20 years.

MoDOT issued \$3.8 billion in bonds from state fiscal years 2001 to 2010. The repayment of bonds, with interest, is a fixed amount of MoDOT's budget through 2033. Bond proceeds have improved the condition of Missouri's roads and bridges, and allowed for additional improvements such as four-lane highways, new interchanges to bring businesses to Missouri, and bridges, including the new Mississippi River Bridge in St. Louis and the I-29/35 bridge in Kansas City. Bonding allows the traveling public to start enjoying the improvements now rather than waiting until funding is saved to pay for the projects. The interest cost for bonding is offset by saving on future inflationary cost increases. The repayment of bonds is approximately \$3.7 billion over the next 20 years.

Figure 4.3 - MHTC Annual Bond Financing Summary (millions)



Transportation investments are projected to receive \$14.4 billion of transportation revenues over the next 20 years. The majority of the transportation investment budget must be spent, by state law, on roads and bridges. Based on the estimated \$14.4 billion of transportation investments, about \$13.0 billion, or 90 percent, will be available for roads and bridges over the next 20 years while the remaining \$1.4 billion, or 10 percent, will be available for transit, aviation, rail and waterways investment categories. Most transportation investment funding is provided by federal revenues, which are highly uncertain over the next 20 years.

The \$14.4 billion amount available does not include all of the funding used on transportation in the state. It does not include local taxes, such as a city sales tax dedicated for transportation purposes; federal funding that is sent directly to transportation providers; or passenger fares. Road and bridge funding is largely payments to contractors to construct improvements to the state highway system, but also includes costs for engineering, right of way land purchases, and utility relocations. Transit funding includes MoDOT administered funds to support rural, urban and specialized transit providers across the state. Aviation funding includes maintenance and capital improvement funds for the state's publicly-owned, public use airports. Rail funding includes state assistance for the passenger rail service between St. Louis and Kansas City and safety improvements for highway-rail crossings. Waterways funding is primarily capital improvements for ports, but also includes operating support for ports and ferry boats.

## LESS TO SPEND THAN IN THE PAST

The \$14.4 billion projected to be available for transportation investments over the next 20 years is based on funding levels significantly less than recent years. In 2009, transportation investments totaled \$1.8 billion, primarily from Amendment 3 bond proceeds and the American Recovery and Reinvestment Act of 2009. In 2013, \$1.0 billion was available and that number will shrink to \$0.6 billion by 2018. The largest decline within the transportation investments will be for highway construction contracts, which were \$1.3 billion in 2009, \$746 million in 2013, and projected to be \$325 million by 2018.

Funding projections are based on key assumptions that are reviewed and updated at least once per year. Projections may be updated more frequently, if needed. **Some major assumptions for the long range plan funding projections include:**

- Federal revenues will decline 19 percent compared to 2013 funding levels. **Future federal funding is very uncertain and the federal Highway Trust Fund is currently projected to be bankrupt in 2014.** MoDOT will continue to evaluate the federal funding assumptions as new information becomes available.
- State revenue projections are based on future economic estimates provided by the U.S. Department of Energy, which results in declining fuel tax revenues and only modest growth in other revenue sources.

Not only are transportation revenues declining, but the costs of transportation improvements are forecasted to increase each year. These increases are similar to the forecasted increases in costs for food, health care, housing/rent, movie tickets, sporting events and so forth. Whether the transportation improvement is replacing a bridge, resurfacing a road, purchasing a transit bus, replacing runway pavement, or adding sidewalks, costs are increasing. In addition to rising costs, new “necessities” such as cell phones, cable/satellite TV and internet service have become part of our daily lives. It is a similar story with transportation - over time, transportation improvement costs have increased due to increased regulations, revised policies and improvements needed for public safety, and increased labor and equipment costs. Examples of new costs include increased erosion control measures while building new roads, improved earthquake design requirements for bridge safety, new federal specifications for airport projects, transit bus features and improved work zone designs for the safety of both the public and workers.

The overall general upward price movement of goods and services in an economy is termed “inflation.” For transportation improvements, MoDOT looks for ways to minimize, mitigate and manage these increased costs over time by using innovative approaches during the design and construction phases of projects and increasing competition among project bidders. These approaches allow MoDOT to complete as many improvements as possible.

## WE HAVE CHOICES TO MAKE

A declining transportation funding mechanism combined with a growing list of needs and inflationary costs is the biggest challenge facing Missouri’s transportation future. A tremendous gap exists between the funds available and the large list of transportation wants, needs and projects we have heard from Missourians. Each year the gap grows larger as fuel tax receipts decline and the purchasing power of each dollar diminishes as goods and services cost more due to inflation. Meanwhile, the transportation wants, needs and projects from Missourians continue to grow.

MoDOT has already cut internal costs and services to maximize the amount of funds dedicated to achieving Missouri’s transportation vision. MoDOT has committed to saving \$512 million in operating costs from 2011 through 2015, and an additional \$117 million each year thereafter. These savings were from a 20 percent staffing reduction, along with reductions in facilities and equipment. Unfortunately, Missouri cannot simply cut its way to an improved transportation system.

## DURING ON THE MOVE, MISSOURIANS AGREED THAT CURRENT

### FUNDING IS INADEQUATE TO DELIVER THE TRANSPORTATION

### SYSTEM WE NEED TODAY AND IN THE FUTURE

These facts mean Missourians have some tough choices ahead of them. They rely on a modern and safe transportation system to get to work, school and everywhere in between. A healthy transportation infrastructure ensures businesses can operate and grow. It ensures the state can prosper and jobs can be created. Essentially, transportation is what keeps Missouri moving. Missourians recognize that investments in transportation are part of the solution for the state's growth and prosperity.

Additional funding is needed to make significant strides in achieving Missouri's transportation vision. Missourians have identified over \$75 billion in wants, needs and projects to date, which are summarized in Table 4.2 (see Appendix L for more detailed information). Unfortunately, only \$14.4 billion of available funds are expected over the next 20 years. In addition to increased funding, greater flexibility to invest the funds across the various transportation options is needed.

**Table 4.2 – WANTS, NEEDS AND PROJECTS  
IDENTIFIED DURING ON THE MOVE:  
DISTRICT/STATEWIDE TOTALS by TYPE/MODE (\$ millions)**

District	Total	Aviation	Bike/Ped	Highways & Bridges	Rail	Transit	Waterways
Northwest	<b>\$2,970</b>	\$15	\$92	\$2,390	\$77	\$382	\$14
Northeast	<b>\$3,309</b>	\$24	\$138	\$2,729	\$248	\$158	\$12
Kansas City	<b>\$10,590</b>	\$521	\$680	\$6,993	\$121	\$2,249	\$26
Central	<b>\$7,068</b>	\$80	\$106	\$5,072	\$157	\$1,649	\$4
St. Louis	<b>\$15,190</b>	\$103	\$352	\$11,077	\$308	\$3,201	\$149
Southeast	<b>\$5,542</b>	\$59	\$96	\$4,543	\$145	\$363	\$336
Southwest	<b>\$11,900</b>	\$40	\$252	\$7,241	\$3,375	\$992	\$0
Statewide	<b>\$18,554</b>	\$820	\$235	\$11,029	\$3,919	\$1,480	\$1,071
Total	<b>\$75,123</b>	<b>\$1,662</b>	<b>\$1,951</b>	<b>\$51,074</b>	<b>\$8,350</b>	<b>\$10,474</b>	<b>\$1,612</b>

*Costs shown in 2013 dollars. Costs are expected to increase three percent per year due to inflation.*

The transportation wants, needs and projects of Missouri are large and Table 4.3 illustrates how much it costs to provide improvements and how much components cost. The costs can vary widely across the state due to such things as terrain, geology, availability of raw materials, labor availability and agency standards.

**TABLE 4.3 - TYPICAL COSTS FOR TRANSPORTATION IMPROVEMENTS (2013 dollars)\***

Type of Improvement/Component	Cost
Thin pavement sealing	\$20,000 / mile
Thin minor road resurfacing	\$50,000 / mile
Thin major road resurfacing	\$300,000 / mile
Thin interstate resurfacing	\$325,000 / mile
New two-lane road	\$1.8 million / mile
New four-lane road	\$5 million / mile
New shared four-lane	\$2.2 million / mile
New sidewalk	\$100 – \$200 / foot
Small bridge replacement	\$700,000
Bridge deck replacement	\$300,000
Major river bridge replacement	\$50 – \$100 million
Light rail	\$60 – \$90 million / mile
Streetcar	\$50 million / mile
Construct guard cable	\$100,000 / mile
New interchange	\$10 million
Bus rapid transit	\$35 million / route
Large transit bus	\$300,000
Rural transit bus	\$100,000
Railroad lights and gates	\$250,000
Add narrow shoulder to minor road	\$150,000 – \$200,000 / mile
Pave a county gravel road	\$300,000 / mile

*\* The amounts represent upfront costs only and do not include ongoing operating and maintenance costs*



# LISTENING TO MISSOURIANS

*Throughout On the Move, MoDOT traveled to all 114 counties and the City of St. Louis to hear what Missourians want from their transportation system. We received an incredible amount of feedback that is reflected throughout this plan.*

In 2013, MoDOT embarked on an unprecedented, comprehensive community engagement initiative called On the Move. MoDOT representatives visited every county in the state to gather direction and insights from Missourians on major transportation issues and priorities. Over 12,000 suggestions were received, including big picture ideas and requests for localized projects.

Reaching out to Missourians to determine their thoughts and priorities about the state's transportation system is the right thing to do. As a responsible steward of taxpayer dollars, MoDOT needs to know what Missourians think of the current transportation system and what they expect in the future. That input has directly shaped the development of this long term transportation plan.



## ENGAGEMENT OPPORTUNITIES

MoDOT used three primary mechanisms to engage with citizens, stakeholders and policymakers regarding the future of the state's transportation system. Those mechanisms included a Mobile Tour, Listening Sessions and virtual forums. A description of each mechanism and a summary of the key themes are provided below.

## Mobile Tour Visits Every County

Through a never-done-before Mobile Tour outreach approach, citizens from across the state were asked to participate in a conversation about our state's transportation future. From April to July 2013, bright orange On the Move vehicles visited local fairs and festivals, sporting events, diners, truck stops, convenience stores and more. MoDOT representatives traveled a total of 25,225 miles and made stops in every county to talk with Missourians about transportation issues and projects.

In addition to informal discussions, residents completed a simple two-question survey and were also encouraged to visit the On the Move website. A list of stops made and every community visited can be found in Appendices A to H.

## Listening Sessions Engage Missourians on Transportation Issues

MoDOT conducted 17 Listening Sessions across the state and asked interested citizens, stakeholders and policymakers to participate in focused discussions about Missouri's transportation future. Nearly 600 Missourians reflecting a cross section of the state participated in these discussions, including:

- Thirty-five participants represented traditionally underserved segments of the population including the NAACP or Community Resource Council.
- Eighty-one participants were advocates for a specific transportation option.
- One hundred twenty-six participants were state or federal elected officials or members of the general public, safety groups, the K-12 or higher education community, or environmental groups.
- One hundred thirty-five participants were MoDOT's planning partners including representatives from cities, counties, regional planning commissions and metropolitan planning organizations.
- One hundred eighty-seven participants represented the business community including individuals from chambers of commerce, other economic development organizations and engineering and contracting groups.

During the Listening Sessions, participants were asked to consider top priorities and challenges to the state (and MoDOT) under two funding scenarios. The first scenario was based on the existing annual funding, and the second scenario included additional funds. The majority of participants in every Listening Session found the current funding amount to be inadequate to deliver the transportation system Missouri needs today and in the future.

## Virtual Forums & Additional Feedback Mechanisms Bring More Missourians into the Conversation

Missourians were also encouraged to visit MoDOT's On the Move website to weigh in with their thoughts on transportation issues. Feedback was provided on important big picture transportation issues and specific project suggestions through a two-question survey and project suggestion forms. Nearly half of the 12,000 comments submitted to MoDOT during the On the Move effort were submitted via the project website.

Suggestions have also come from MoDOT's general website, customer service phone line, discussions at open houses, through the Planning Framework process, local government discussions and many other ways. For more information regarding the Planning Framework, visit Appendix J of this plan.

## MOBILE TOUR BY THE NUMBERS

**MORE THAN  
25,225 MILES TRAVELED**

**More than  
230 communities visited**

**All 114 counties in the state  
were visited**



## ON THE MOVE OVERALL THEMES

During the course of the six-month engagement initiative, several key themes emerged. Many of these themes are not new — Missourians are practical and have always placed high value on keeping highways and bridges safe and in good condition. But some of the themes have grown in importance — such as an increasing desire to have more transportation system choices and to focus more on the economic impact of transportation investments.

Taken together, these themes shape the transportation vision for the state of Missouri and inform how MoDOT will deliver transportation programs and projects in the coming years:

- Maintenance of the current system should be a top priority.
- All forms of transportation should be safe for citizens, and safety improvements should be a priority.
- More transportation choices are needed to move both people and freight throughout the state more efficiently.
- Whenever possible, upgrades to the current system should deliver economic development opportunities to the community.
- The current transportation system is large and MoDOT should explore ways to team with local governments and other partners to better leverage the taxpayers' investment.
- Current funding is unacceptable. Opportunities will be lost and the current system cannot be maintained at an acceptable level unless funding increases. Missourians are keeping an eye on this issue and many have thoughts on alternative funding mechanisms.
- Missourians appreciated the opportunity to be involved in crafting their state's transportation future.
- Missourians want MoDOT to be held accountable for the effective use of tax dollars, for the quality of work done on projects and for communicating with the public.

In addition to these overarching themes, Missourians have identified an incredible amount of projects and needs through On the Move and other MoDOT outreach efforts. See Appendix L for a list of transportation wants, needs and projects suggested through On the Move.

# MISSOURI'S FOUR TRANSPORTATION GOALS

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Our vision was formed by conversations with thousands of Missourians. As we outline a realistic path to success, we have developed specific strategies to move Missouri closer to achieving each of these four goals:

- Take care of the transportation system and services we enjoy today
  - Keep all travelers safe, no matter the mode of transportation
  - Give Missourians better transportation choices
  - Invest in projects that spur economic growth and create jobs
- 

Each of these four goals is important to Missouri's transportation success, but each is also intimately related to the others. A well-maintained system is safer to travel and means less injuries or fatalities. A safer system means more options for travelers. More options mean a more efficient system that better supports economic growth.

The sections that follow outline each of the four goals and the strategies that will help Missouri achieve its transportation vision.

## GOAL: TAKE CARE OF THE TRANSPORTATION SYSTEM AND SERVICES WE ENJOY TODAY

The transportation system is critical to the quality of life in Missouri. It has been built, improved and maintained over the past century with a steady commitment of the state's resources. Protecting this past investment requires a commitment to preserve and maintain these valuable transportation assets. Throughout *On the Move*, Missourians consistently recognized the importance of maintaining the system so that it can continue to serve the state's people, businesses and economy.

Much like a house or a car requires upkeep and maintenance, Missouri's roads, bridges, sidewalks, trains and buses require regular care if they are to last. Regular maintenance also makes good budgetary sense — it is far cheaper to maintain a road or bridge in good condition than it is to repair or replace that road or bridge once it falls into poor condition. A well-maintained system also saves people and businesses money by making vehicles less expensive to operate.

Unfortunately, the costs to maintain the transportation system and associated services have risen steadily over the last 20 years and are expected to continue increasing into the future. But rising costs do not mean that Missourians are willing to compromise on system maintenance and preservation. Residents have continued to put a priority on maintaining the

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**MISSOURIANS  
EMPHASIZED THEY  
EXPECT MODOT,  
FIRST AND  
FOREMOST, TO TAKE  
CARE OF THE  
EXISTING SYSTEM.**

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current conditions and performance of the transportation system. Each of the transportation options has unique resource needs if current conditions and service levels are to be maintained.

## Highway Pavement and Bridge Conditions

The condition of some of Missouri's state highways and bridges has improved in recent years because of a conscious effort by MoDOT to focus its limited resources on the roadways that affect the most people every day. While progress has been made statewide over the past several years to make roads smoother and safer, anyone who travels around the state knows that there are many areas that need to be fixed. Based on current revenue projections the problem will only get worse. Many of the improvements that occurred over the past decade, made possible by temporary funding from Amendment 3 and federal dollars, demonstrated that MoDOT can successfully focus on and fix the areas of highest concern. However, addressing our maintenance priorities through temporary funding options is over, stalling MoDOT's ability to get more roads and bridges into safe condition.

This improvement is the result of a strong financial investment of MoDOT resources. Amendment 3 bond funds which became available in 2004 enhanced MoDOT's ability to improve the condition of roads and bridges. In 2009, the Safe and Sound Program provided funds for improvement of 802 bridges. In 2009, the American Recovery and Reinvestment Act provided additional funds for road and bridge improvement projects. All of these programs helped achieve the road and bridge conditions of today.

The improvement in road and bridge conditions was also a result of strategic MoDOT policies. A practical design philosophy was implemented to construct only what was needed and no more. For pavement, the strategy was to apply the thinnest treatments possible while providing six to ten years of good condition. This strategy resulted in more of the system being improved because a thin preventive maintenance treatment is a lower cost solution than removal and reconstruction of existing pavement.

A decision was also made to focus on the most heavily traveled roads. While this strategy provided the greatest impact to the largest number of travelers, maintenance of lesser-traveled roads is also important and we've heard from Missourians that minor road conditions need to be improved. In 2012, one-third of Missouri's minor highways were rated in fair or poor condition.

In addition to roads, the state highway system contains over 10,000 bridges of varying sizes, and keeping them safe and well maintained is vital. The condition of the state's bridges has steadily increased over the last decade, improving from 69 percent in good condition in 2001 to 80 percent in 2012.

Included in the bridge count are 211 major bridges that are over 1,000 feet in length. Even though they represent only 2 percent of the total number of bridges, they make up 25 percent of bridge deck area and are a key component of the state's infrastructure. There are about 450 one-lane bridges in the state, most of which are restricted to one lane due to their poor condition.

## Keeping Highway Pavement and Bridges in Good Condition Requires a Commitment of Resources

The annual costs to maintain the state's highways and bridges in their current condition are significant today, and are expected to grow in the future. Predicting the future costs to keep the highways in good condition involves estimating the type of treatment work that will be needed for each bridge and roadway, when those treatments will be needed, and how long those treatments will be effective. The effective life of a pavement is most commonly impacted by the traffic volume, preventive maintenance activities, ground support and quality of the materials used in the pavement. In addition, the level of "good" impacts how much of the system needs to be kept good. Currently in Missouri, the goal for major roads is to maintain 85 percent of pavements in good condition.

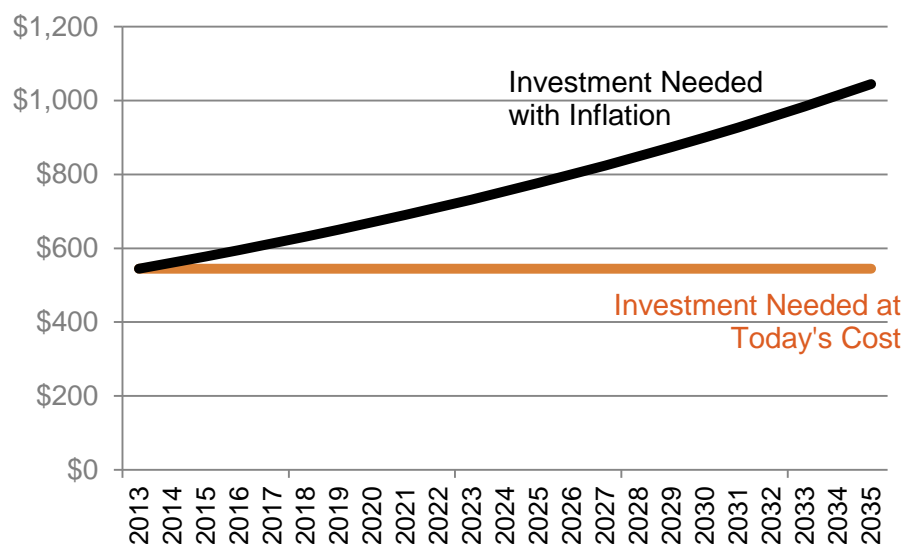
## MAINTAINING MISSOURI'S EXISTING TRANSPORTATION SYSTEM AND SERVICES IS

essential to creating a  
foundation for making  
progress toward  
Missouri's transportation  
vision.

**Table 6.1 - COSTS TO MAINTAIN HIGHWAYS AND BRIDGES IN CURRENT CONDITION**  
(\$ millions)

Highway System Component	Good Condition Percentage Today	Annual Cost to Maintain Today (without engineering)	Annual Cost to Maintain Today (with engineering)	Annual Cost to Maintain in 2035 (with 3 percent Inflation)
Major Highways	89%	\$225	\$250	\$480
Minor Highways	69%	\$100	\$110	\$210
Bridges	80%	\$160	\$185	\$355
<b>TOTAL</b>		<b>\$485</b>	<b>\$545</b>	<b>\$1,045</b>

**Figure 6.1 – Maintaining Existing Highway and Bridge Conditions**



### Local Roadways are Maintained by Local Governments

The local road system makes up another large and important part of Missouri's transportation system. Collectively, the system consists of over 96,000 miles of county roads and city streets and almost 14,000 bridges. These local roads are preserved and maintained by city and county governments. As a supplement to local taxes and fees, they receive \$133 million annually in federal highway funds administered by MoDOT and an additional \$246 million per year in dedicated state highway user taxes and fees.



## The State Role in Maintaining Transit Service Could Increase

There are over 2,800 transit vehicles that operate and rely on Missouri roads to provide over 68 million trips each year. Although it's important to have roads and bridges in good condition for these trips, maintaining the funding for vehicles, staffing and operating costs is also essential.

Transit services in Missouri range from seven-days-a-week, multiple route city bus systems in large cities to rural services that operate just once a week or a few times a month. MoDOT currently administers \$24 million in federal and \$3 million in state funding to support transit services. This \$3 million in state revenues provides less than 1 percent of the total funding for transit services in Missouri. The majority of revenues come from local sources including local governments and fare revenues from passengers.

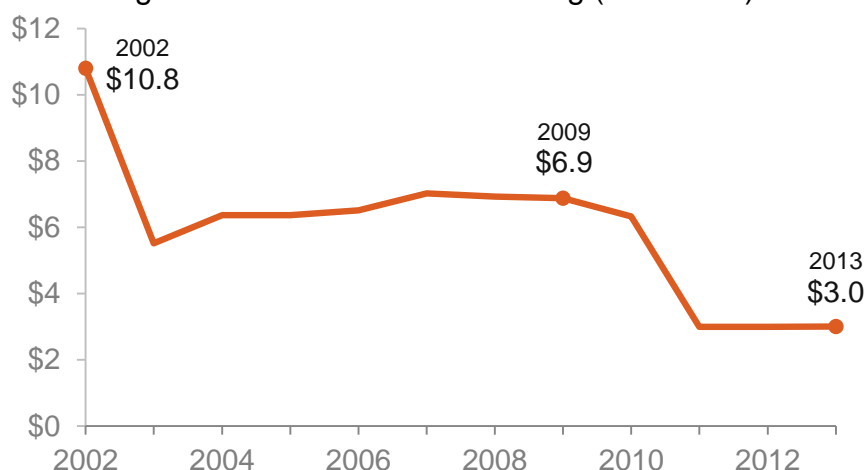
As fuel and other costs increase into the future, this level of funding won't be sufficient to maintain existing service levels and will not adequately replace the many buses that are already operating beyond their intended useful life, further increasing the maintenance and operating costs. Many rural transit providers have recently started transitioning from a suggested donation ridership cost to a defined cost to ride. These and other changes will be necessary in the future just to maintain the current level of service.

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**STATE FUNDING FOR  
TRANSIT SERVICE  
HAS DECLINED  
DRAMATICALLY  
SINCE 2002**

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Figure 6.2 - State Transit Funding (in millions)



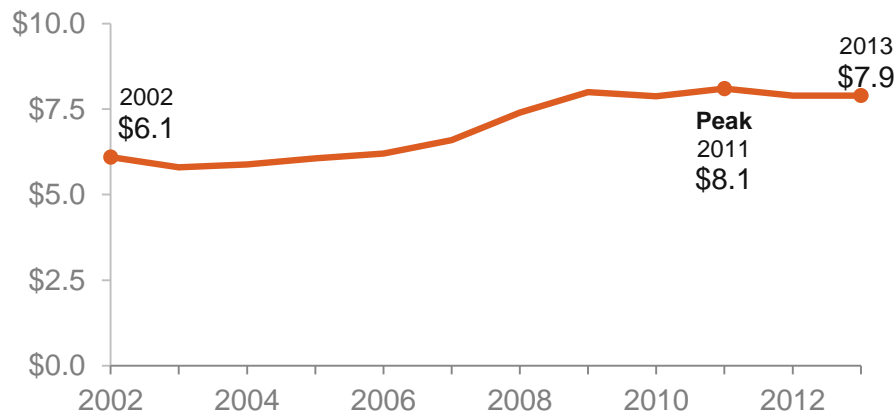
## Passenger Rail Services Have Increased

In recent years, MoDOT has received \$8 million to \$9 million a year from the state's general revenue fund to support passenger rail in Missouri. These funds support the Amtrak (Missouri River Runner) passenger rail service, operating between St. Louis and Kansas City with two round trips per day. State funding has increased from \$6.1 million in 2002 to today's amount. No federal operating assistance is used to support the service.

Investments have been made along the route in recent years and have improved on-time performance from 63 percent in 2008 to almost 90 percent today. It's no coincidence that Amtrak's ridership is up 74 percent during this time. Customer satisfaction has also increased from 68 percent to 89 percent, which is the seventh highest ranking among all Amtrak routes in the nation. Each year, about 200,000 riders use this service and costs to maintain the current service will continue to grow over time.

Two additional national Amtrak passenger services operate on a rail line that links Los Angeles to Chicago with stops in Kansas City and La Plata, Missouri, and Chicago to San Antonio with stops in St. Louis and Poplar Bluff. Neither route receives state funding, but each receives direct federal operating assistance.

Figure 6.3 - State Amtrak Funding for Service from St. Louis to Kansas City (in millions)



### Airport Runways Will Be Challenging to Maintain

Missouri's aviation network consists of nearly 500 facilities of which 125 support daily public use. A portion of the \$20 million of federal and \$5 million of state funding administered through MoDOT is used to maintain the existing facilities at these airports. Currently, 81 percent of runways are in good condition. In the coming years, however, as inflationary influences increase, the existing runway conditions will be challenging to maintain at the current level of funding.

### Waterways are Also Supported by the State

Missouri's 14 waterway ports move large volumes of freight in and out of Missouri. Keys to port viability include capital investments, but well maintained port facilities and other transportation links like roads and railroads are also essential. State support for waterways currently consists of \$375,000 for port operating assistance and \$176,000 in operating support for two of the six ferry boats that operate in Missouri. Additionally, in fiscal year 2014, the state approved \$3 million of general fund revenue for port capital improvements. Unless a dedicated source can be identified, any future capital funding will depend on annual legislative approval. Federal funds are not available for waterway funding.

### Strategies to Move Forward

Missourians depend on our transportation system every day. To keep it at today's level, it will take hard work and more resources. The following strategies are designed to achieve the transportation system that Missourians desire. The challenge is that collectively, there will not be enough financial resources in the near future to keep the system in good condition and continue providing services that are currently in place.

1. **Establishing condition and service goals for all components of Missouri's transportation system** — including roads, bridges, airports, ports, transit, rail, sidewalks and trails. This includes identifying the current condition and level of service for each mode of Missouri's transportation system and determining the condition and level of service Missourians expect. MoDOT's performance measurement system, "Tracker," currently measures some of these areas, but would need to be expanded to include all modes of transportation.
2. **Securing dependable funding to support the current system and services for all modes of transportation.** Roads and bridges are primarily funded with dedicated federal and state fuel taxes, which have not kept up with the cost of inflation and are projected to decline in future years. The majority of funding for non-highway



transportation modes does not have a dedicated source of yearly funding that make long-term improvements possible.

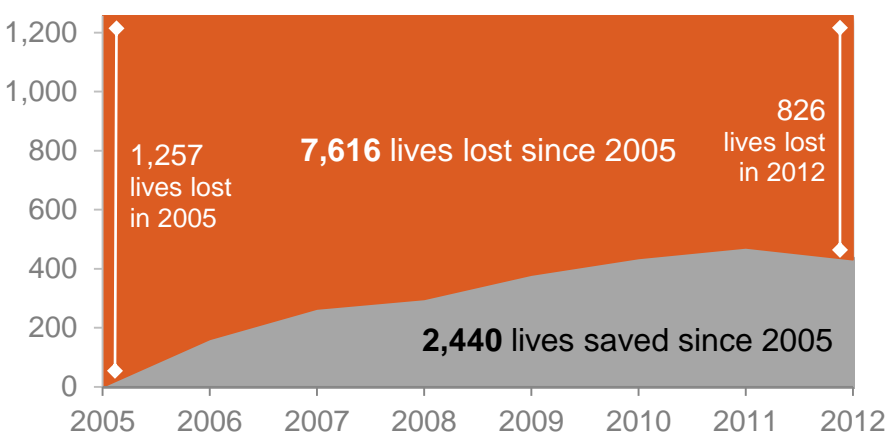
3. **Continuing to explore technology and developing business practices that result in lower costs to stretch funding for more improvements.** MoDOT and transportation providers must be bold, while practical, in their approach to trying innovative solutions to deliver more transportation improvements with funding available. This includes embracing new approaches from contractors and other transportation partners.

## GOAL: KEEP ALL TRAVELERS SAFE, NO MATTER THE MODE OF TRANSPORTATION

MoDOT believes that even one transportation-related death on our system is unacceptable and has a **Zero Lives Lost** goal. This approach means Missourians should be safe and secure no matter how they choose to travel — whether by car, bus, train, airplane, bicycle, wheelchair or walking.

The good news is that Missouri's transportation system is getting safer. Since 2005, traffic fatalities and serious injuries have declined significantly — it is estimated that 2,440 people are alive today because of a safer transportation system. These results were achieved due to leadership actions by Missouri's Coalition for Roadway Safety (SaveMoLives.com) that formed in 2004. The coalition includes law enforcement agencies, health care providers, courts, government agencies, advocacy groups, planning organizations and concerned citizens that banded together to help loved ones come home safe every day.

Figure 6.4 - Lives Saved and Lives Lost (2005-2012)



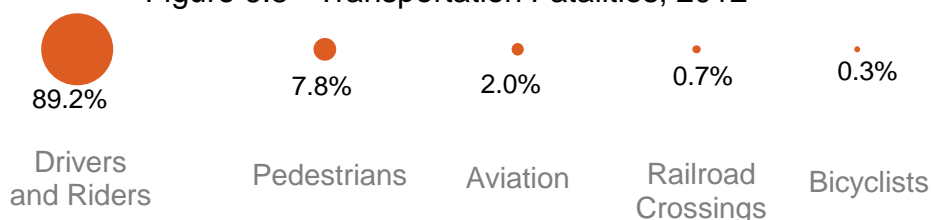
The coalition produces Missouri's Blueprint to Save More Lives that establishes specific goals and strategies to reduce the number of fatalities and serious injuries on Missouri roads. Their efforts have resulted in safety improvements on Missouri roadways, focused enforcement efforts and educational campaigns that promote transportation safety.

### How Lives are Lost

Although significant progress has been made, lives are still being lost on the transportation system. The Figure 6.5 illustrates where lives were lost in Missouri between 2009 and 2011 and illustrates how widely dispersed the challenge is.

As shown in the figure below, the majority of fatalities on the transportation system occur while driving or riding on Missouri roadways. In 2012, 826 people lost their life as a result of a traffic crash and an additional 5,400 people were seriously injured.

Figure 6.5 - Transportation Fatalities, 2012



These fatalities are attributed to a number of factors. Missouri's Coalition for Roadway Safety has focused on these areas through an emphasis on education and enforcement. The results are impressive. As Table 6.2 illustrates, fatalities involving a variety of driver behaviors and attributes have decreased significantly since 2005.

**Table 6.2 - HOW LIVES WERE LOST (2005 v. 2011)**

Fatalities Involving	2005	2011	Improvement Since 2005
Aggressive Drivers	521	310	40%
Substance-Impaired Drivers	269	221	18%
Distracted Drivers	273	161	41%
Unrestrained Occupants	621	380	39%

### Road Safety Improvements Have Saved Lives

MoDOT has also focused on making safety improvements to the road system itself by focusing on the components of the system that most often involve crashes and fatalities. Table 6.3 illustrates the progress made in a variety of crash types where transportation investments can reduce fatalities.

**Table 6.3 - HOW LIVES WERE LOST (2005 v. 2011)**

Fatalities Involving	2005	2011	Improvement Since 2005
Run-off Road Crashes	594	398	33%
Horizontal Curve Crashes	427	270	37%
Intersection Crashes	172	121	30%

The following is a discussion of the engineering strategies that have contributed to this reduction and further opportunities that exist for improvement. The success in this area is a result of MoDOT's investment in a variety of focused safety features.

### Keeping Drivers on the Road

It is important to keep the driver on the road because once the vehicle leaves the roadway, obstacles like ditches, utility poles and trees greatly increase the chances of injuries to the driver and occupants. To help keep drivers on the roadway, MoDOT has implemented several roadway safety features.

Installing **guard cables** in the median of divided highways has been very effective in saving lives. In the year prior to installing guard cable on Interstates 44 and 70, 49 travelers lost their life by crossing over the median into oncoming traffic. The year after installing guard cables, the number of fatalities decreased to three. MoDOT has aggressively installed guard cables on many of the state's divided highways and today, over 800 miles of divided highways have guard cables.



*Guard Cables have proven effective on divided highways*

**Adding shoulders** with a rumble strip to a road like the one shown below can have a big impact on safety. Nearly 20,000 of Missouri's 33,700-mile road system have no shoulders. These are not typically the Interstates or more heavily traveled highways like U.S. 36, U.S. 50, U.S. 54, or U.S. 60. Instead they are often minor roads that carry low volumes, such as Routes B, E, CC, OO, etc. These roads can carry as many vehicles as a few thousand per day or as little as a few dozen, but they are used by Missourians every day to get from farm fields to



*Before Two-Foot Shoulder*



*After Two-Foot Shoulder*

home and from home to school.

Data shows that adding a shoulder with a rumble strip reduces crashes by 37 percent. At \$150,000 per mile, adding shoulders to every mile of roadway may not be feasible, even over the 20-year time horizon.

**Rumble strips** are a grooved pattern in the pavement that alert drivers by causing the wheels to noisily and suddenly vibrate if the vehicle leaves the driving lane. Over 11,000 linear miles of rumble strips exist on Missouri's roadways today.

**Guardrails** can provide further travel safety for some roadways. They can keep vehicles from leaving the roadway, but can also be an obstacle to vehicles.



*Rumble strips*



*Guardrail*



## Improving Curves

As shown in the table below, it was determined that 275 fatalities and 1,367 serious injuries occurred at the top 1,000 curve locations where the most crashes occurred between 2007 and 2011. A systematic approach to improving these and other roadway curves can dramatically improve safety in the future.

Table 6.4 - CURVE DATA (2007-2011)

	Top 100	Top 200	Top 500	Top 750	Top 1,000
<b>Lives Lost</b>	64	134	235	275	275
<b>Serious Injuries</b>	343	509	907	1,117	1,367
<b>Potential Lives Saved</b>	4	8	14	17	17
<b>Potential Injuries Prevented</b>	21	31	54	67	82

**Straightening curves** can be done in a few locations, but costs can be prohibitive, especially if the terrain is less than ideal or if homes, businesses or utilities would be impacted.

**Adding shoulders and installing signs and guardrails** can be a more cost-effective approach. These improvements, along with resurfacing the curve, can be made for around \$65,000 per location.



*Curve with shoulders and signs*

## Intersection Improvements

Intersections exist where two or more conflicting traffic flows meet at a single point, and by their very nature, can be susceptible to high incident rates. Missouri has thousands of intersections, including low speed city streets with stop signs, side roads entering high-speed four-lane highways and instances where highways or streets meet with railroads or sidewalks.



The following table identifies a few of the improvements that can be made to improve safety at intersections, as well as their anticipated crash reduction rates and average costs in today's dollars.

**Table 6.5 - INTERSECTION SAFETY IMPROVEMENTS**

Intersection Solution	Crash Reduction	Average Cost (2013 \$)
<b>Traffic Signals</b>	14%	\$250,000
<b>Roundabout</b>	82%	\$500,000
<b>J-Turn</b>	63%	\$400,000
<b>New Interchange</b>	57%	\$10,000,000

**Traffic signal installations** generally reduce right angle crashes by 67 percent. Safety at these intersections relies on compliance with the signal, and when crashes occur they can be at high speeds and acute angles. The average cost of installing a signal is \$250,000.

**Roundabouts** essentially eliminate severe crashes because head-on and high-speed right angle collisions are virtually eradicated. Additionally, when crashes occur, they tend to be at slower speeds and safer angles. Roundabouts can be constructed for an average of \$500,000 and can reduce crashes by 82 percent.

**Adding turning lanes** to undivided roadway intersections is a low cost method of increasing safety. Improvements can include adding a dedicated turn lane to an existing road, which costs around \$100,000 per location, or constructing J-Turns, such as the one pictured below. J-Turns reduce severe crashes because they eliminate potential conflicts by forcing the traffic entering the main road to turn right. Once on the main road, travelers then merge and turn around through a separate median. The average cost for a J-turn is \$400,000 and crashes are reduced by 63 percent as a result of this measure.

**Interchanges** provide dedicated lanes for travelers to enter and exit roadways without directly crossing traffic. These improvements can reduce crashes by 57 percent, but even a simple interchange can cost \$10 million, and the cost can be substantially more depending on factors such as the size, number of lanes and traffic volume.



*J-turns reduce crashes*

**Adding lanes** to existing roads, such as improving a highway from two lanes to four lanes, or to a shared four-lane roadway, can improve safety by providing motorists with passing opportunities without having to use the lane normally reserved for oncoming traffic. Shared four-lane roadways, such as state Route 5 between Camdenton and Lebanon, have been shown to reduce severe crashes by 30 percent. Shared four-lanes cost about \$2 million per mile — about half the cost of a four-lane roadway.



*Shared Four Lanes offer periodic passing lanes in both directions*

**Railroad crossings** between roads and rail tracks occur all over the state. There are about 3,800 public road-rail crossings and over 3,000 private crossings.

MoDOT partners with railroad companies to improve safety at crossings and performs rail inspections for the safety and security of rail users, vehicle travelers and adjacent land owners and businesses. Each year Missouri receives \$6 million in federal funds and matches it with \$1 million in state funds to improve safety at railroad track crossings.

About half of the public track crossings use signs to notify the driver of the crossing. Of these 1,900 crossings, it is estimated that half of them need to be upgraded to include lights and/or gates. At \$250,000 per crossing, the total cost of these improvements statewide would be \$250 million.



*Lights and gates notify drivers of oncoming trains*

Most of the other public crossings already have lights and/or gates to notify drivers of oncoming trains. It is estimated that 5 percent of these 1,900 crossings need more advanced lights and gates for a total cost of \$25 million. For 1 percent of these crossings, it is

recommended that the roadway and railway be separated with a bridge, completely removing the conflict between vehicles and trains. Bridges cost approximately \$2 million to build.

The total cost of grade-separated improvements, estimated to be needed at over 1,000 public road crossings across the state, would be over \$300 million.

## Accommodating Pedestrians and Bicyclists

Pedestrians and bicyclists are at a much higher risk of a serious or fatal injury than are occupants of motor vehicles when involved in an accident. To better accommodate pedestrians and bicyclists, the transportation system can be improved by adding shoulders or dedicated bike lanes to highways, adding sidewalks and improving signs, signals, and road markings. MoDOT evaluates the impact to pedestrians and bicyclists as road and bridge projects are designed. Safety improvements include installing and improving signs, signals, lighting and road markings. In some cases, separate paths such as sidewalks and bike lanes are recommended.



*Sidewalks adjacent to a city street*



*Designated lanes accommodate bicyclists and pedestrians*

## Work Zone Safety

In order to build these safety improvements, people must work in construction work zones that are often adjacent to the traveling public. Staying safe in work zones is a partnership the department shares with the driving public. This partnership is growing stronger, as lives lost in work zones have seen a steady decline. Crashes and injuries have also dropped.

Several recent enhancements have played a role in this decline, including bigger signs, brighter vehicle lights, more frequent alerts to approaching motorists and increased law enforcement. But in the end, nothing can replace the act of simply paying attention.



*Crashes in work zones have seen a steady decline*

## MoDOT is Prepared for both Planned and Unplanned Incidents

Providing a safe transportation system also includes planning for incidents, whether the events are scheduled, such as sporting events and parades, or are unplanned events, such as accidents, stalled vehicles, tornadoes and hazardous spills. Each of these incidents can result in considerable congestion, delay, secondary accidents, closed roadways and traffic detours.

To prepare for these incidents, MoDOT has collaborated with local and state law enforcement and emergency response agencies to develop an Incident Response Plan. The partnerships formed as a result of this plan allow responding agencies to work together effectively to address the incident and restore traffic to its normal operation as quickly and safely as possible.

One of MoDOT's primary responsibilities is to make sure the road network is capable of moving equipment, supplies and response personnel to an incident and providing safe evacuation routes for the general public. In addition to providing for the safe and efficient flow of traffic, MoDOT must also be prepared to provide any assistance toward stabilizing an incident and protecting life, property and the environment. MoDOT's incident response philosophy is to utilize every resource available to respond to incidents and make the transportation system safe.

MoDOT also works collaboratively with partners such as federal inspectors, the Missouri State Highway Patrol and local law enforcement to ensure that commercial motor vehicles are safe, which keeps everyone traveling on the roads safe.

## Strategies to Move Forward

Achieving the **Zero Lives Lost** goal will require a tenacious safety commitment by all Missourians and travelers of our state. Over the next 20 years, continued leadership and actions from the Missouri Coalition for Roadway Safety, along with innovative safety products, vehicle technology and strategies identified in this section will make this vision a reality. We cannot lose our safety focus — our families, friends and loved ones are too important.

The following are the ways in which MoDOT and its safety coalition partners will achieve this vision:

1. **Investing in system-wide safety improvements that reduce roadway fatalities and disabling injuries.** The majority of transportation fatalities occur on roadways. Investments in median guard cables, rumble strips, roadway shoulders and improved intersections have proven to save lives. Expanding these and other types of improvements are needed to save more lives around the state.
2. **Increasing access and providing protection for bicyclists and pedestrians.** Biking and walking are popular transportation choices for many people. Unfortunately, bicyclists and pedestrians are vulnerable travelers who have a higher risk for death or serious injury when involved in a motor vehicle accident. Improved access points, dedicated lanes and traffic barriers can improve the safety for these users.
3. **Providing safer, secure links and connection points between the various types of transportation.** Transportation users must reach their destination safely, regardless of how they choose to travel. While this means our transportation system must be designed and operated with an eye toward preventing fatalities, it also means making sure our transit stops and park-and-ride lots are secure and free of crime. It means providing sidewalks to safely link the transportation systems and having plans in place to minimize the impact of natural or man-made disasters, should they occur.



*Increasing safety belt usage is a key strategy moving forward*



4. **Expanding partnerships with safety advocates around the state to identify and implement safety improvements.** Transportation agencies alone cannot reach the goal of zero lives lost. A collaborative effort is needed with safety advocates around the state, including businesses, law enforcement, emergency medical services, healthcare providers and concerned citizens, to improve safety. Combining resources and developing unified goals provide the best results. Actions led by the Missouri Coalition for Roadway Safety have already saved thousands of lives, and the coalition must continue to lead Missouri's transportation safety messages while expanding its reach to include all transportation users.
5. **Increasing safety belt usage.** The single most important action Missourians can take to save lives and prevent serious injuries while traveling is to buckle their safety belts. The transportation community must support initiatives to increase safety belt usage in local communities and throughout the state.



## GOAL: INVEST IN PROJECTS THAT SPUR ECONOMIC GROWTH AND CREATE JOBS

Missouri's transportation system impacts the state's economy in many ways. Missouri businesses depend on a well-connected system to get their products and services to markets within the state, across the nation and around the globe. An efficient transportation system lowers transportation costs, allowing households and businesses to invest in other parts of the economy. A strong transportation system attracts new businesses and helps existing businesses remain competitive by improving access to customers, markets and employees. Sound transportation investments can create jobs, support growth in business and increase household wealth.

### Making Strong Transportation Connections

Annually, more than 800 million tons of freight originate, terminate, or pass through Missouri by rail, trucks, ports and airports. Missouri businesses depend on the transportation system to provide choices in how to get their goods to market and employees to work. The system must have strong connections between the highways, local roads, bicycle and pedestrian pathways, railroads, air and river ports to give businesses the choices they need.

This means a system of transportation connections that allows goods to move quickly and efficiently from their origin or manufacturing sites to distribution centers and sales points. Goods cannot come into or flow out of these distribution centers without a well-connected and efficient transportation system of highways, railroads, waterports and airports.

In a state with a rich agricultural heritage and thriving agricultural industry like Missouri, which has the second largest number of farms in the country, supporting farmers' abilities to get their products to market is essential. The transportation system plays a strong supporting role to the industry in this way. Agricultural products are the state's sixth largest export, and food manufacturing is the largest manufacturing sector in Missouri. A reliable and well-connected transportation network ensures that Missouri's 100,000-plus farms can get their products to consumers, distribution centers and processing facilities quickly.

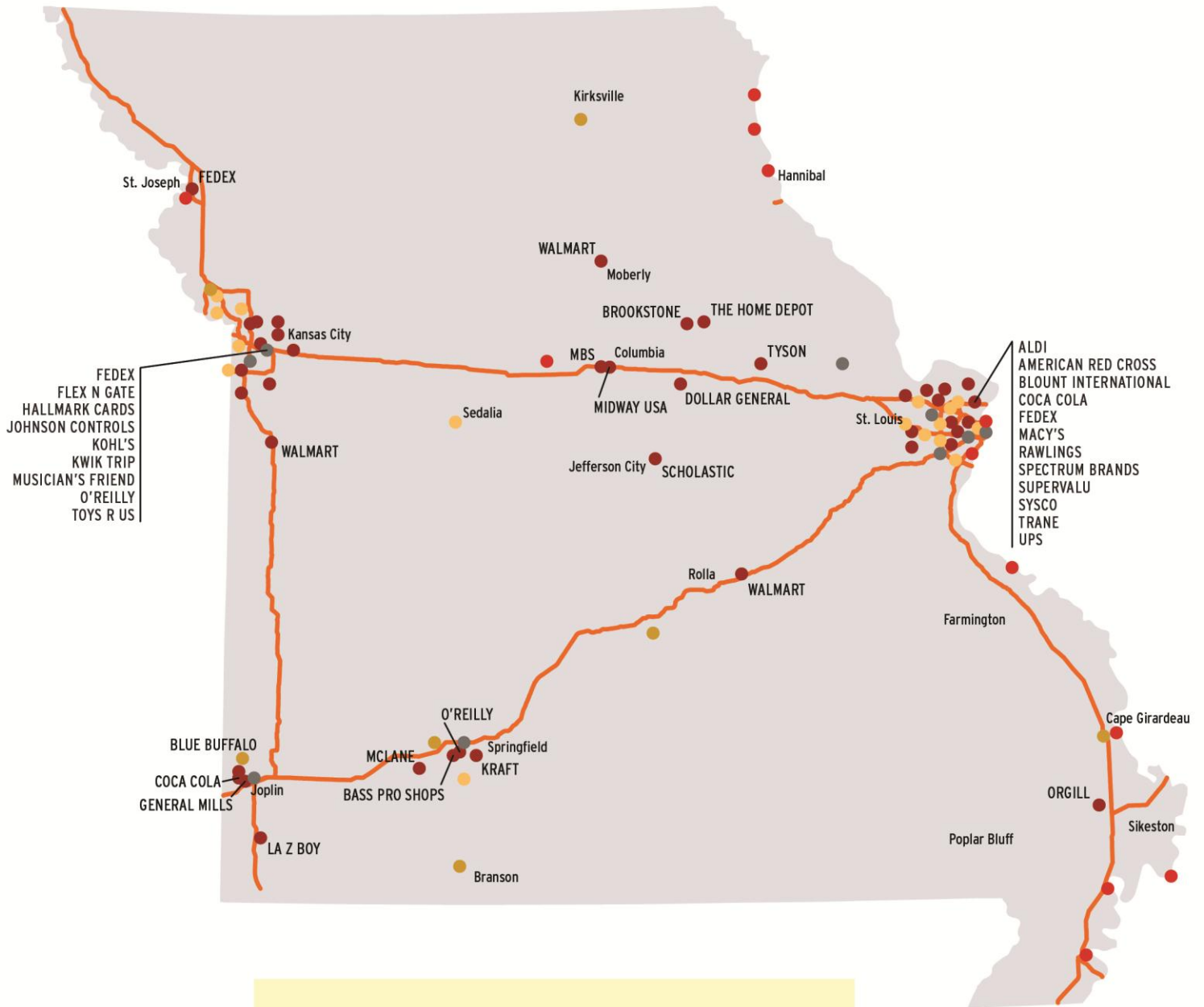
One example can be found in the soybean industry, which processes the largest agricultural crop in the state. As the seventh largest soybean producer in the nation, Missouri's soy products are distributed worldwide, and more than half of the state's harvest is exported each year. The remaining crop travels throughout Missouri to feed livestock— Missouri is one of the top three producers of cattle — and goes into a variety of soy products in the food manufacturing sector. Getting this harvest and the related products to a global market requires a reliable and well-connected transportation system of roads, rails and ports. Not surprisingly, when Pioneer Hi-Bred opened a new soybean production plant in New Madrid in 2011, they chose their location based on highway and river transport access.

Traditional agriculture may be at the core of the state's character and foundation of the state's economy, but Missouri is taking agricultural sciences into the future. The St. Louis region is home to a large number of bioscience companies that focus on advancing both livestock and crop agriculture through innovation, such as Monsanto, Bunge North America and Purina. Kansas City has staked its claim as a global leader in animal health and nutrition, with area companies accounting for 32 percent of global sales in the animal health market. The Animal Health Corridor stretches from Columbia in the east to St. Joseph and Maryville in the northwest, with Kansas City as its concentrated hub. The Kansas City metro area has the highest concentration of animal health interests in the world. Because these companies have national and global interests, fast and reliable access into and out of these areas is essential for maintaining the competitiveness of existing companies and for continuing to draw business interest to the region.



*Safe and adequate roads are essential to agricultural success in Missouri*

Figure 6.6 – Major Distribution Centers



Strong links in the transportation system are also needed to connect the businesses in Missouri to customers and workers. This means a strong local road network, but alternatives such as public transit, bicycle facilities and pedestrian options need to be included. Offering these choices allows customers easy access to goods, workers vital access to jobs and improves the quality of life for Missourians.

## **Saving Businesses and People Time and Money**

Investments in the transportation system can impact the Missouri economy in a variety of ways. The most direct benefits can be generated by transportation investments that improve travel time and reliability, saving the state's businesses and citizens time and money. When businesses can ship goods faster and more reliably, or persons can get from A to B more efficiently, the costs of transportation are lowered and business productivity is improved.

These savings occur in a number of ways. Improved transportation connections can result in fewer miles and hours traveled. If a project relieves congestion or an improvement in transit service or adds bicycle and pedestrian pathways, vehicles will experience fewer stop-and-go flows and idle times, resulting in increases in fuel efficiency and lower operating costs. Even improving the quality of the pavement can save wear and tear on vehicles and reduce costs to users.

When these transportation efficiencies occur, businesses spend less on transport, and as a result, have more money available for hiring and investing in technologies that make them more competitive and increase their market share. Similarly, as users save on fuel and vehicle costs, they have more money that can be spent on goods and services in the economy.

One example is the kcICON project, which relieved congestion, and as a result is saving people and businesses time and money. The project rebuilt four miles of Interstate 29/35 in Kansas City and included the new Christopher S. "Kit" Bond Bridge over the Missouri River. Traffic now flows more smoothly, and with over 100,000 vehicles per day traveling the corridor, the cumulative time and money savings to drivers are significant.

Missouri's airport system also makes valuable contributions to the State's economy, providing access across the State all day every day. It contributes to each community's economic base by creating jobs and supporting a wide range of business activities. Airports directly and indirectly generate approximately 4.3 percent of the State's gross product which translates into over 100,000 jobs—approximately one of every 35 jobs in Missouri.

## Attracting New Businesses and Supporting Existing Ones

Transportation infrastructure and performance are often essential considerations for business development professionals when looking to locate. Improved travel time, reliability of commuting time and access to transportation connections can all be important factors when selecting a location.

As a part of On the Move, MoDOT conducted a series of eight economic impact case studies. The studies looked at past investments across the state to examine how they attracted businesses and supported job growth. Table 6.6 summarizes the findings\*:

**Table 6.6 - ECONOMIC CASE STUDY RESULTS**

Project	Year Complete	Cost (millions)	Jobs Supported Since Completion
<b>I-70 Interchange at Little Blue Parkway in Independence</b>	2001	\$8.6	1,182
<b>Highway 370 in St. Louis</b>	1996	\$172.0	8,816
<b>James River Freeway in Springfield</b>	1996	\$56.0	11,691
<b>East 32nd Street in Joplin</b>	1995	\$8.3	9,857
<b>Riverside Road in St. Joseph</b>	2007	\$11.2	538
<b>The Port at New Madrid</b>	2009	\$2.6	178
<b>Grindstone Parkway in Columbia</b>	2005	\$15.7	2,689
<b>Avenue of the Saints in Bowling Green</b>	1999	\$17.1	733

*\*It should be noted that these case study findings are not intended for project-to-project comparisons. Some of the projects were constructed in the mid 1990's, allowing the subsequent growth to occur over 15 years as opposed to those that are more recent. The projects also varied in size and scope, from a \$2.6 million investment to improve truck and rail access at the New Madrid Port to the construction of a brand new 12-mile \$172 million 6-lane freeway in St. Louis.*

Although the size, scope and location may have varied across the projects that were selected for study, they were similar in one important way — the resulting economic impacts of the project were significant. Each of the projects attracted businesses, supported job growth and positively impacted the community.

For example, the I-70 interchange at Little Blue Parkway, constructed in 2001, provided access to undeveloped land that attracted over 200,000 square feet of office space. Currently, this development houses the Philadelphia Insurance Company, the University of Phoenix and the Blue Ridge Bank and Trust headquarters. In addition, Centerpoint Medical Center, which is currently the city's third largest employer, built a new campus. At the time, the hospital CEO told the Kansas City Business Journal that "we're anticipating a 25 percent growth in our active medical center staff" due to the new campus.

In St. Joseph, Riverside Road (state Route AC) was extended two miles from Picket Road south to U.S. Highway 169 in 2007. The extension allowed the community to open Eastowne Business Park, which is now home to Boehringer Ingelheim Vetmedica Inc., the city's fifth largest employer. Regarding the project, R. Patt Lilly, President and CEO of St. Joseph Metro Chamber and Economic Development Council said, "The Riverside Road Route AC extension was a key component in St Joseph's ability to develop a 350-acre agricultural tract into a state-of-the-art business park."

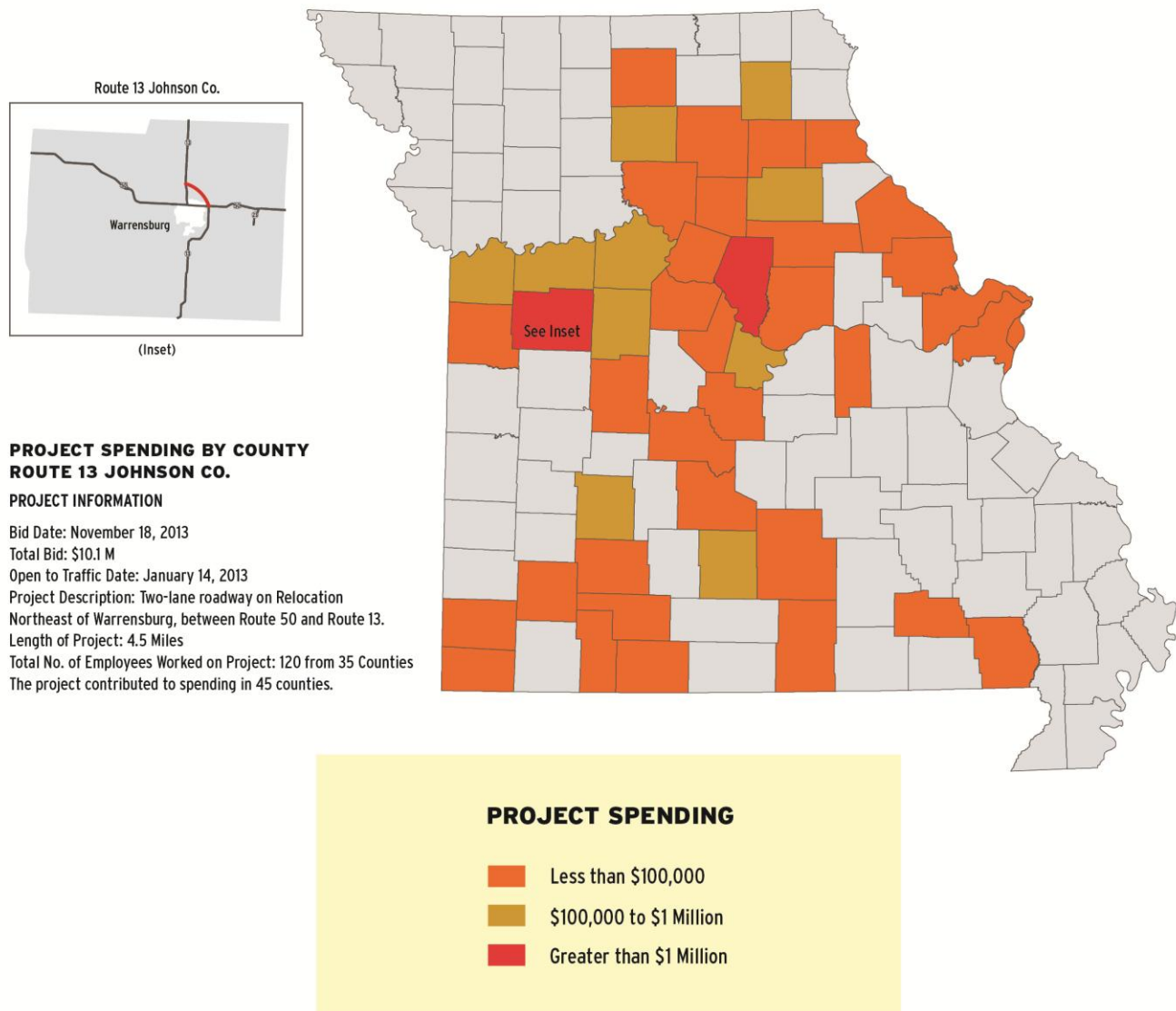
Transportation improvements not only can attract new business, they can also be leverage to support the growth of existing businesses. Some recent examples in Missouri include:

- The I-270 and Dorsett interchange improvements for expansion of the Edward Jones headquarters in Maryland Heights. MoDOT contributed \$10 million to the \$32.8 million dollar cost. At the end of 2011, 588 of the anticipated 1,000 new jobs had been created.
- The Poplar Bluff Regional Medical Center improvements provide another access point into the city of Poplar Bluff and create new places for business development. MoDOT contributed \$4.6 million to the \$13.4 million project which included improvements to Route 67, Business Route 67 and Oak Grove Interchange. The project is anticipated to create 125 new jobs by 2018 and 250 new jobs by 2023.
- The I-35 and Route 69 interchange improvements in Clay County were built to support the Ford Motor Company assembly plant expansion located along Route 69 in the Village of Claycomo. Ford's investment of \$1.1 billion includes 1,600 new jobs at the plant. MoDOT's share of the \$35.6 million included \$13.2 million.

## The Impact of Construction

The construction of transportation projects also creates jobs and positively impacts the state and local economy for the short term. Jobs generated by construction include not only those of the workers on the job site, but also those of the companies that supply the equipment and materials needed for the construction. These impacts are often widely dispersed, and projects in one part of the state can support jobs in all corners of Missouri. Figure 6.7 illustrates where project spending occurred during the construction of Route 13 in Johnson County in 2011. This \$10 million project hired employees in 35 counties and the project spending impacted 45 counties.

Figure 6.7 - Project Spending for Rte. 13



Source: Associated General Contractors of Missouri

## The Impacts Multiply

The economic impacts resulting from transportation investments flow through the economy and multiply. As businesses save money and hire more workers, those workers spend their wages in other sectors of the economy. This can be seen in the analysis performed by the Missouri Department of Economic Development. That analysis showed that every dollar invested in MoDOT's construction program generates about \$4 in new economic activity.

This 4 to 1 ratio represents an average for the entire MoDOT construction program. For those projects that are targeted specifically at supporting the economy and growing jobs, the multiplier can be even higher. MoDOT develops partnerships with local communities and businesses through its Cost Share Program. One of the project selection criteria of the program is economic development, and projects that can be demonstrated to create jobs are eligible for up to 100 percent funding (as opposed to the typical 50 percent). This tremendously successful program has grown from an annual amount of \$15 million in 1998 to



\$45 million today and has leveraged more than \$1.1 billion of private and local government funding since its inception.

## Strategies to Move Forward

Missourians expect to get to their destinations on time and without travel delay regardless of how they choose to travel. Businesses need access to employees and customers to buy their products and deliver their services. Companies need reliable and convenient transportation options to ensure just-in-time delivery needs are met, whether they are to a grocery store across town or to a processing plant overseas. The following strategies will help to achieve this vision of supporting and creating jobs in Missouri:

- 1. Increasing partnerships with local communities, businesses, transportation service providers and other sectors to specifically identify what transportation projects can better support local economies.** Transportation agencies and stakeholders must better understand what local communities and businesses need from the transportation system. Working collaboratively with local governments, chambers of commerce and business owners will help identify the improvements needed for local economies to thrive and create jobs.
- 2. Expanding MoDOT's cost share opportunities to include all transportation modes.** MoDOT's cost share program stretches transportation funding by pooling money with local governments and private entities to deliver state highway and bridge improvements. Expanding the program to include non-highway transportation improvements could better meet the diverse needs of our transportation system.
- 3. Identifying the statewide freight network to serve the needs of Missouri businesses.** Identifying the highway network most used or preferred by freight haulers will provide more cost effective choices that can translate into cheaper prices of goods for Missourians. Recognizing these routes will be beneficial in the overall needs identification and project prioritization process. In addition, it will be useful in the project development process as truck-friendly features and design elements of proposed projects are selected to complement freight needs.
- 4. Developing intermodal connectors that better link the state's rivers, rails, roads and runways.** Missouri's central location and rivers, along with its existing airports, railroads and highway infrastructure make it an attractive home for many successful businesses. However, these businesses could become stronger competitors and the state could attract additional business by strategically connecting these assets and providing for more timely and cost-effective delivery of products while lowering the cost of goods for Missourians.
- 5. Providing reliable and accessible transportation options to get people to work and customers to businesses.** Missouri businesses need access to employees and customers. Demographic trends are changing and the over 65 age group is growing faster than any other demographic. The younger generation will make up the primary driving population by 2030, and their travel preferences may differ from previous generations. The transportation system must adapt to these changes so businesses can still remain competitive.

## GOAL: GIVE MISSOURIANS BETTER TRANSPORTATION CHOICES

Whether it's deciding on the type of toothpaste to buy or where to eat dinner, Missourians want choices, and in today's fast paced world of mobile phones and information on demand, people expect to be able to choose what they want, when they want. A theme heard during the On the Move engagement is that transportation services are viewed in this same light — Missourians are indeed on the move, and they want more options for how they travel.

Most Missourians still choose to drive their personal vehicle for the majority of their travels — so it's important to maintain and provide good mobility for the network of highways, bridges, county roads and city streets. Good mobility is important to all areas of the state. The roadway network must continue to be improved and expanded in an effort to minimize time wasted in traffic, improve the ease of travel and remain reliable for travelers.

Despite most citizens' preference for the personal vehicle, some changes are underway. The baby boomer population is aging and they will need mobility options as driving becomes more challenging. Young adults are driving less than previous generations and they rely on technology to substitute for travel when possible. Driving is more expensive than ever as gas prices have increased dramatically in recent years. Additionally, improved access to active modes such as bike, pedestrian, and transit, can result in beneficial improvements to public health. These trends, coupled with an uncertainty about how future innovations might change the way we travel, necessitate the need for a transportation system that provides flexible options.

Missouri has opportunities to improve in this area. Throughout On the Move, Missourians expressed a desire for increased scheduled services, improved speeds and more reliable on-time arrivals for bus and rail options. In some instances, options such as transit, passenger rail and bicycle/pedestrian facilities are either inadequate or non-existent. The link to public health is also an important one — improved access to active modes such as bike, pedestrian, and transit can be beneficial in supporting healthy living and reducing health-related costs.

What follows is a discussion of the ways in which travel options can be improved in Missouri.



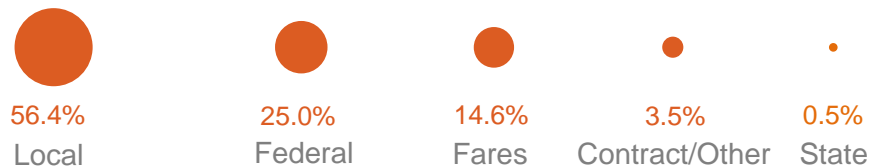
*Missourians want more public transit options*

### Additional Urban and Rural Transit Options Are Needed

A significant opportunity to expand travel options exists for rural and urban transit. These services provide many Missourians with their only means of mobility. In addition, the state's growing elderly population is expected to rely on transit to get to shopping centers and healthcare services. Public transit also provides an important link in the economy of Missouri by ensuring workers can get to and from their jobs and so that businesses have access to the workforce.

In Missouri, minimal state funding has been provided for public transit. As shown in Figure 6.8, less than 1 percent of public transit funding comes from the state. In Missouri, local governments provide the majority of transit funding because the bulk of transportation revenues are constitutionally earmarked for roads and bridges. Funding for transit has traditionally come from the state's general revenue fund where it must compete with a multitude of other needs.

Figure 6.8 - Missouri Transit Funding Sources



State funding for transit is much higher in many of Missouri's neighboring states. As shown in Table 6.7, the state funding per capita for transit is \$0.50, which ranks 39th in the nation, and is the second lowest among Missouri's surrounding states.

Table 6.7 - STATE TRANSIT FUNDING COMPARISON

State	State Funding per Capita	National Ranking
Illinois	\$102.80	6th
Tennessee	\$6.93	22nd
Iowa	\$4.16	26th
Kansas	\$2.09	28th
Nebraska	\$1.57	29th
Oklahoma	\$1.52	30th
Arkansas	\$1.11	34th
Missouri	\$0.50	39th
Kentucky	\$0.34	42nd

Source: AASHTO's Survey of State Funding for Public Transportation, Final Report 2013, FY11 data

For urban transit areas, expanding travel options could mean adding routes or increasing the frequency of existing bus services, investing in light rail options such as MetroLink in St. Louis, providing bus rapid transit like the MAX in Kansas City, or constructing the recently approved Kansas City Streetcar that will serve a two-mile segment of the downtown area.

Each of these options requires an upfront investment to purchase the equipment and vehicles, and an ongoing operating cost to fund fuel, vehicle maintenance and drivers. The cost of these systems varies greatly, but on average, upfront costs for bus rapid transit are \$35 million per route plus annual operating costs, while light rail costs are \$60-90 million per mile plus annual operating costs. The Kansas City streetcar system will cost about \$100 million plus about \$3 million annually for operating costs.



*MetroLink in St. Louis is an example of light rail service*

Rural transit services are needed to offer better access to employment, schools, shopping and medical services. On average, rural Missouri counties provide fixed route service just two days per week with some counties offering it as infrequently as one day a month. On-demand services, where people arrange transport in advance, are also used. Improving these options often requires a capital investment (such as purchasing vans or buses) but in rural areas the greater challenge often lies in meeting the ongoing operating needs, such as the costs of fuel, vehicle maintenance and drivers' wages each year.



*OATS is the leading provider of public transit in rural Missouri*

## Passenger Rail Service is Increasing in Popularity

Increased interest in passenger rail service has been noticed across the nation recently, and feedback obtained from On the Move was no different. Passenger rail was discussed consistently and frequently as an opportunity for improvement. Much like the nation as a whole, Missourians are looking to expand and improve upon passenger rail networks and services.

In Missouri, rail service is currently provided twice each day from St. Louis to Kansas City, with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence.

The primary state role in providing passenger rail service comes in the form of \$8-\$9 million annually in operating assistance for the twice-daily round trips for the Amtrak route between St. Louis and Kansas City. Much like other transit programs, these funds have been allocated

from the state general revenue fund and are susceptible to annual legislative budgetary pressures. Throughout On the Move, it was stressed that maintaining this level of state support and exploring options for its expansion are important.



#### *Passenger Rail has gained in popularity*

In addition to the annual funding, MoDOT is part of an effort to improve a multi-state corridor. The project will leverage \$20 million in private investment along with \$49 million of federal funds to add capacity to the passenger rail line along the portion of the corridor covered by the Missouri River Runner route from Kansas City to St. Louis. The project will be completed by 2016 and includes several track improvements to provide good on-time performance and efficiently move freight. Also included are eight new state-of-the-art bi-level rail cars that will improve the ride and increase capacity.

These improvements demonstrate what can be accomplished on the existing state-sponsored route, but Missourians have also asked for additional improvements. In the recently published Missouri State Rail Plan, an additional \$1.4 billion in needs were identified for the existing corridors, including additional service frequency, improved speeds and passenger amenities such as Wi-Fi. In addition, expanding passenger rail service to new corridors is also frequently identified as a need. The State Rail Plan identifies several potential new corridors, each of which is estimated to cost over \$1 billion, including:

- Quincy-Hannibal-St. Louis
- Kansas City-St. Joseph-Omaha
- St. Louis-Springfield
- Springfield-Kansas City

An additional benefit of making track improvements to accommodate the speed and reliability for passenger rail is that these improvements provide the same benefits to moving freight on the rail system.

### **Bicycle and Pedestrian Facilities are Important**

Bicycle and pedestrian facilities play an important role in transportation, especially for those who do not drive. They also make important connections to the other components of the transportation system. Many of these facilities are typically found on the local transportation system and are often thought of as the responsibility of local governments, but these facilities exist all over the state. MoDOT has modified the project development process to evaluate



bicyclist and pedestrian needs and facilities early in the project development phase and to document how factors affecting bicycle and pedestrian needs will be addressed in the project. Continued improvement in this area will ensure that these needs — such as accommodating bicyclists when designing and maintaining shoulders on state highways, providing pedestrian facilities when building or improving a bridge or adding bicycle lanes on a state highway — are incorporated in areas where the demand and/or need exists.

## Aviation Options Keep Missouri Connected

The state's nine commercial service airports allow residents and businesses to connect to the national and international airspace system. The state supports commercial service airports in their efforts to bring expanded air service to Missouri (new carriers, new routes, etc.), which provide more flight options and lower costs for travelers. The 35 business-capable airports, which include the nine commercial service airports, support local and regional economies by providing efficient travel that can accommodate large corporate jets. The remaining 90 public use airports are classified as general aviation facilities and typically accommodate activities such as emergency service, charter or critical passenger service, cargo operations, flight training and personal flying. The state provides funding support to all public airports in the state for pavement maintenance, safety improvements, runway extensions and taxiway construction.

## Strategies to Move Forward

Missourians want options when deciding how to travel. They don't want to have to drive a car for every trip they take — they want to bike and walk to work, take a bus to a doctor's appointment or go shopping, and have the option to take a train across the country or an airplane around the world. The following strategies will help to meet the goal of providing Missourians better transportation choices:

1. **Increasing regional involvement to include all transportation stakeholders when identifying and prioritizing projects.** For nearly a decade, Missouri's planning framework for transportation decision making has been successful at bringing together transportation planning partners, stakeholders and interested citizens to determine each region's highest priority highway and bridge needs. It is time to build upon this success and expand the process to include a wider range of modal partners and to identify and prioritize needs across all transportation modes, which will make the best use of our available funding and provide for a well-integrated and better-connected transportation system.
2. **Securing reliable funding that is flexible and can be used to address each region's transportation priorities.** The majority of MoDOT-administered transportation funding is limited, by law, to use on road and bridge improvements. Going forward, flexible funding that can be used across all modes of transportation is needed to deliver the highest priority transportation needs determined by each region.
3. **Evaluating the impact to all transportation modes during the development of an improvement.** As transportation solutions are evaluated and developed, impacts to other modes must be assessed to take advantage of opportunities that may exist.
4. **Connecting travel options — passenger rail to bus stops to sidewalks to airports.** Travelers desire a transportation system that is seamlessly connected. MoDOT and its transportation partners need to identify where gaps exist and develop solutions to improve the system for travelers.
5. **Expanding and improving transit, air, passenger rail, bicycle and pedestrian options throughout the state.** Many Missourians expect more non-highway travel options. The majority of current transportation funding is legally restricted to use on highways and bridges and barely covers the cost of maintaining that system. Additional transportation funding that could be used on any mode of transportation must be made available to expand the frequency and service area for non-highway transportation services.



6. **Providing accessibility to all users of the transportation system.** Missouri's transportation system must provide all users access to opportunities — including employment, recreational activities, medical services, etc. Features such as navigable sidewalk grades, safe curb cuts and ramps and wheelchair friendly buses help ensure the system better meets the needs of all users. Transportation projects and services must be developed to better accommodate the varying abilities of all Missourians.

# DELIVERING TRANSPORTATION SOLUTIONS

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Achieving all of the strategies in this plan is a long-term objective — it will happen incrementally over time. This section outlines the business practices and approaches that MoDOT will use to achieve Missouri's vision.

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The priorities Missourians have outlined for the future of transportation requires MoDOT to take a hard look at business practices. It will take a focused effort to make progress, but there are the following key components in delivering transportation solutions:

- Incorporate the latest technologies, innovations, cost control, competition, accountability and other methods to deliver a good transportation system.
- Identify new and enhance existing relationships with ALL transportation stakeholders (roads, bridges, transit, rail, waterways, aviation, freight, pedestrian and bicycle) to ensure the optimal transportation solution is discussed and prioritized both regionally and statewide.
- Enhance customer engagement efforts to have a continuous, real-time understanding of Missourian's needs, views and priorities for their transportation system.
- Minimize impacts to travelers when maintaining/improving the system, such as shifting work to times when there are fewer vehicles on the roads (night work, off season for tourists, etc.).
- Protect the existing environment — limit environmental and social impacts related to transportation improvements.

MoDOT has a responsibility to get the best value for each tax dollar invested in Missouri's transportation system, and the department uses a mix of innovations and processes to stretch existing funds as far as possible. Missouri's transportation needs continue to expand, making it even more necessary to find innovations and efficiencies to manage costs. This will allow MoDOT to complete more transportation improvements with the funding available. These approaches are discussed in this section.

## Practical Approaches

MoDOT consciously began changing its workplace philosophy in 2005. First, *Practical Design* was introduced to help a project achieve its purpose and need so that funds are saved instead of being wasted on overdesigned items. These savings allowed more of the transportation system to be improved as projects that may have remained unfunded could now be budgeted. With practical design, there is no corner-cutting, safety is never compromised and collaboration is required for all solutions.

*Practical Design* has now evolved into a more "practical" approach in other areas of MoDOT. The approach has been expanded to routine maintenance activities, such as snow removal, roadway signs, pavement improvements and mowing. These activities have been evaluated

and revised to stretch the funds available, ultimately achieving a higher level of customer satisfaction. In addition, the procurement and inventory procedures have been revised to maximize the use of available funds and move towards just-in-time delivery of materials and supplies. A continued effort to apply a practical approach to transportation practices will be needed in the future.

## Flexibility

*Alternate bidding* allows contractors to choose which equivalent material will be bid on a project. Traditionally, MoDOT had specified either asphalt pavement or concrete pavement on construction projects. By allowing bidders to determine which pavement type they could deliver for the best price and still meet the performance requirements, a 25 percent increase in bidders and a cost savings of between nine and 10 percent was realized. This ultimately allows more projects to be completed.

This concept has been expanded to bridge components where the design allows the bidders to choose to provide concrete or steel beams. Also, highway drainage pipes can be selected as either concrete, steel or plastic. The key is the contractor and industry suppliers decide what allows them to provide the most competitive bid and the customers benefit through the lowest cost at good value.

MoDOT continues to make improvements in how projects are engineered and designed by changing from *construction specifications* that prescribed methods and materials to construction specifications that focus on results and define performance (rather than specify the procedure a contractor must follow or the materials they must use in delivering a transportation improvement). MoDOT specifies how the improvement must perform. This performance-based specification system allows contractors flexibility while producing quality transportation improvements at a cost savings to the taxpayers.

## Innovations

Joint *research* between MoDOT and Missouri universities has reduced the cost of transportation improvements. For example, recent research allowed the adjustment of bridge design components to be more reflective of Missouri geology and saved, on the average, \$45,000 per bridge foundation design. Missouri replaces 100 to 200 bridges each year. This type of innovation allows more transportation improvements to be completed with the funds that are available.

MoDOT uses innovative approaches during the design and construction of projects. For example:

- MoDOT uses *design-build* project delivery for some transportation projects in which a private contractor team under the direction of MoDOT both designs and constructs a transportation project, allowing for faster project completion and contractor cost-saving innovations throughout the project.
- *Value Engineering*, which strives to find additional “right” solutions for projects, is used during the design and construction phases of projects. This involves identification of alternative design solutions that meet the function of the project at a reduced cost and encouraging contractors to propose alternatives to accomplish the project in a more efficient manner than the original design plans. From 2008 - 2012, it is estimated that taxpayers saved over \$300 million using value engineering approaches.
- *Alternate technical concepts* allow potential bidders to request the pre-approval of a design or revised specification prior to submitting a bid. This allows a bidder to submit a bid with the confidence that their concept will be allowed, reducing risk to the bidder and increasing value to MoDOT and its customers.
- *Add alternates* is a concept that is helping Missouri stretch its dollars further. When MoDOT experiences a very positive bidding market, contractors routinely bid below the budget amount. This is a great result, but it takes time to prepare new projects

made possible from the savings. To aid this, some projects include additional scope on which contractors submit bids. This allows as much scope as possible be awarded based upon the project budget available and ultimately allows more transportation improvements to be completed in a shorter time frame.

- *Job Order Contracting* has been used by MoDOT since 2010. It allows MoDOT to award fixed price construction contracts with indefinite delivery time and quantity on preventive maintenance-type projects. The contractor submits bid prices for specific categories of items with adjustment factors for profit and overhead. Job Order Contracts are awarded based on the lowest responsive bidder.

## Increasing Competition

MoDOT structures road and bridge contracts and schedules to increase competition among bidders and completes a detailed analysis of each bid to determine if the price is reasonable. If the bid is not reasonable, changes may be made and the project will be rebid.

## Industry Collaboration

MoDOT continually involves and solicits input from the construction industry including contractors, subcontractors, material suppliers and industry associations to help improve Missouri's transportation system. MoDOT, contractors and suppliers meet regularly to discuss business practices, evaluate existing and new specifications and even construction challenges experienced on individual projects. This open and honest discussion and working relationships translates into better transportation solutions at a lower price to the customers. If uncertainty exists within a project's bid documents or contract administration practices, or if other unknowns are present, these uncertainties often translate into bid risk and higher bids.

## Environmental Responsibility

Transportation has an impact on the environment. From the consideration of transportation needs through the maintenance and operation of the existing system and services, MoDOT strives to limit that impact and be a good steward of the environment. The department strives not just to meet the requirements of environmental laws, but to do the right thing by keeping the environment clean and minimizing impacts to our precious resources.

MoDOT has taken action to link environmental and transportation planning. The department partners with a variety of state and federal environmental resource agencies including the Missouri Department of Natural Resources, Missouri Department of Conservation, Missouri State Historic Preservation Office, Missouri State Emergency Management Agency, Natural Resources Conservation Service, U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency and U.S. Army Corps of Engineers, to maintain an inventory of environmental and historic resources in the state. This partnership helps transportation decision makers avoid or minimize impacts to resources early in project planning. Further, MoDOT meets biannually and as needed with these agencies to seek their input on transportation needs as they are being evaluated and scoped and to partner in the environmental studies and permitting for planned projects.

MoDOT also uses environmentally friendly construction methods to deliver projects. From using recycled materials to testing smog-eating pavement in high-traffic areas, we work to limit the impact of our transportation system on natural resources. Similarly, we take action to reduce our carbon footprint by implementing changes that increase the miles-per-gallon rating of our fleet and to reduce energy usage at our facilities.

Moving forward, the department will continue to research and implement new techniques, products and technologies that will help us get even better at keeping our environment clean. We will build upon and strengthen our partnerships with natural resource agencies so we can make even better transportation decisions that limit the impact to our environment. Further, we are committed to expanding the use of recycled materials in our construction projects and providing more non-motorized travel options. Finally, we will seek out bold new strategies to reduce our energy consumption and carbon footprint.

## City and County System

Many of the strategies employed by MoDOT are now being used by cities and counties in delivering transportation solutions, thereby stretching more of Missouri's transportation funds. MoDOT also is partnering with cities and counties to deliver better transportation improvements. For example, MoDOT coordinates with local governments to include adjacent work in the plans of state construction projects, resulting in better projects, taxpayer savings and more efficient construction.

## Performance Management

MoDOT has achieved significant improvements in its key products and services by implementing a performance management approach throughout the organization. A profound culture change has occurred as a result of including performance management as part of the department's data-driven and results-focused approach. The culture change is reflected in how MoDOT communicates internally and externally about its performance.

Tracker, a quarterly publication of departmental performance measures, is a primary indicator of MoDOT's progress. The public document is prominently displayed on the department's website but is also extensively used internally to ensure accountability and has helped inform the development of this Long Range Plan (see Figure 7.1). Tracker spells out the department's mission, values and priorities and is built on seven tangible results that Missourians expect. More than 50 performance measures directly linked to tangible results are tracked to gauge performance in such areas as traffic flow, pavement and bridge conditions, safety, roadway visibility, customer service and response, innovations, project delivery, environmental impact, access to modal choices, wise use of funding and economic development.

Each division and district also has its own Tracker with metrics specifically related to its functional area. These metrics, in turn, affect the results and measurements in the department Tracker. The work-level Trackers have played an important role in the culture change that has accepted the performance management model at all levels including individual performance.

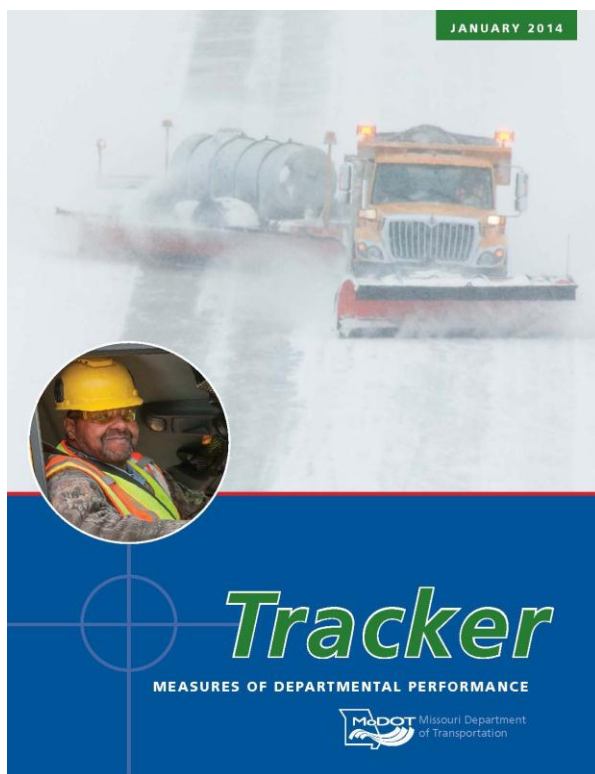
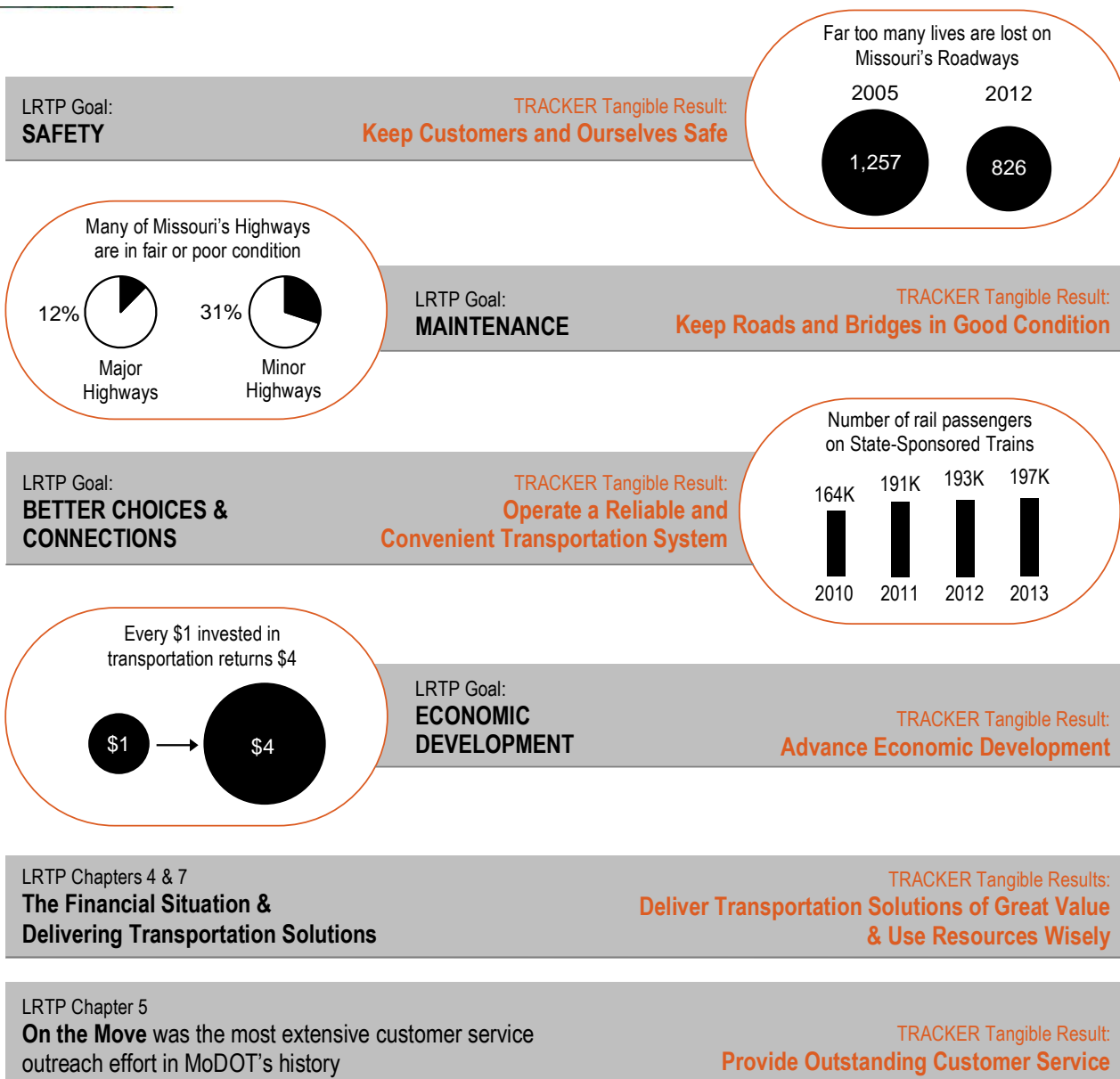


Figure 7.1 – Linking the LRTP and Tracker’s Seven Tangible Results





In recent years, MoDOT has seen progress from its performance management approach:

- **Safety:** Number of fatalities dropped 34 percent from 1,257 in 2005 to 826 in 2012. Rate of annual fatalities dropped from 1.83 to 1.20 for that same time period.
- **Pavement:** Percent of major highways in good condition increased 42 percent from 47 percent in 2004 to 89 percent in 2012.
- **Bridges:** Percent of bridges on major highways in good condition increased 11 percent from 74 percent in 2001 to 85 percent in 2011.
- **Customer Satisfaction:** Percent of overall customer satisfaction increased 18 percent from 67 percent in 2005 to 85 percent in 2012.

Organizational change elicits many responses — skepticism, rebellion, predictions of failure — in addition to the perceived impact on employees. In the eight years since MoDOT began its performance management journey, the doubters have become believers. At all levels, performance management is no longer considered extra work, but the way of doing business. Performance management ties together programs and projects across the agency and has created momentum for producing results better, faster and cheaper.

MoDOT's performance management journey has also put it in a unique position to help lead national efforts to establish a set of metrics for all state DOTs. The federal surface transportation act passed by Congress in 2012 established seven areas of performance. Over the next two years, Moving Ahead for Progress in the 21<sup>st</sup> Century, or MAP-21, will establish performance expectations for state DOT's in the areas of safety, infrastructure condition, system reliability, congestion reduction, environmental sustainability, freight movement, economic vitality and reduced project delivery delays. Since MoDOT already has metrics in place for several of the focus areas, it has taken a leadership position in working with the Federal Highway Administration, as well as in mentoring other DOTs as they develop performance management systems.

## Partnerships

MoDOT partners with local agencies, private industry and other entities to pool efforts and funding. These partnerships provide the resources to build projects that previously may have seemed unlikely. For example, improving Routes 36 and 67 to four lanes, and extending Page Avenue in St. Louis were achieved by pooling funds with partners. These partnerships result in accelerated projects, meaning the benefits are delivered to the public sooner. Accelerating projects can also help avoid additional costs due to inflation.

## Planning Framework

The challenge facing the future of transportation is daunting. One thing is not new — a gap exists between transportation needs and transportation funding, and the impact of that gap on the safety of citizens is priority number one. Moving forward is more challenging since transportation funding is supported by a waning revenue stream and increased costs. The challenge is increased because of the diverse viewpoints regarding which improvements should be the highest priority.

A key to moving Missouri forward will be using its nationally recognized transportation planning framework process. The foundation of this process continues to evolve, but is built on public input, relationships, communication, inclusiveness and transparency. This process, in which the public and local officials work side-by-side with MoDOT to determine the highest transportation priorities for their region and the state as a whole, delivers the best results for Missourians. Planning Framework provides flexibility for each region to use both objective and subjective information to best determine which transportation needs receive funding for their area. Additional information regarding Planning Framework can be found in Appendix J.

It's time for Planning Framework to take another step forward by expanding to a more fully inclusive transportation process. Each region needs to bring all transportation stakeholders to the table, regardless of funding levels, to fully discuss and prioritize all transportation needs

for the region. We heard loud and clear from Missourians during the On the Move engagement effort: transportation is more than just roads and bridges — all transportation options are important to Missourians.

# MOVING FORWARD

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Meeting the transportation needs of Missourians requires plans and solutions that are flexible enough to evolve as changes occur over time. MoDOT recognizes that yesterday's solutions won't necessarily be adequate to solve tomorrow's problems. A key to managing future unknowns is to strengthen relationships with transportation stakeholders.

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This long range plan provides Missouri's transportation vision for the next 20 years and offers a direction for moving forward based on what we know today. Missourians' expectations of the transportation system have been shaped into four goals that will help guide future decision making. These are not just goals for MoDOT — they are for all stakeholders in Missouri because achieving these goals will require improvements to components of the transportation system that are not owned by MoDOT. As a result, partnerships with local governments, mode operators and the private sector will be essential to success.

As we progress towards our long-term plan, we will improve Missouri's transportation system of today — and ultimately move toward the transportation system Missourians envision for our state.

## STRATEGIES

The following strategies were identified in earlier sections of this report, but are presented here for easy reference.

### Take Care of the Transportation System and Services We Enjoy Today

1. **Establishing condition and service goals for all components of Missouri's transportation system** — including roads, bridges, airports, ports, transit, rail, sidewalks and trails. This includes identifying the current condition and level of service for each mode of Missouri's transportation system and determining the condition and level of service Missourians expect. MoDOT's performance measurement system, "Tracker," currently measures some of these areas, but would need to be expanded to include all modes of transportation.
2. **Securing dependable and flexible funding to support the current system and services for all modes of transportation.** Roads and bridges are primarily funded with dedicated federal and state fuel taxes, which have not kept up with the cost of inflation and are projected to decline in future years. The majority of funding for non-highway transportation modes does not have a dedicated source of yearly funding that make long-term improvements possible.
3. **Continuing to explore technology and developing business practices that result in lower costs to stretch funding for more improvements.** MoDOT and transportation providers must be bold, while practical, in their approach to trying innovative solutions to deliver more transportation improvements with funding available. This includes embracing new approaches from contractors and other transportation partners.

### Keep All Travelers Safe, No Matter the Mode of Transportation

1. **Investing in systemwide safety improvements that reduce roadway fatalities and disabling injuries.** The majority of transportation fatalities occur on roadways.

Investments in median guard cables, rumble strips, roadway shoulders and improved intersections have proven to save lives. Expanding these and other types of improvements is needed to save more lives around the state.

2. **Increasing access and providing protection for bicyclists and pedestrians.** Biking and walking are popular transportation choices for many people. Unfortunately, bicyclists and pedestrians are vulnerable travelers who have a higher risk for death or serious injury when involved in a motor vehicle accident. Improved access points, dedicated lanes and traffic barriers can improve the safety for these users.
3. **Providing safer, secure links and connection points between the various types of transportation.** Transportation users must reach their destination safely, regardless of how they choose to travel. While this means our transportation system must be designed and operated with an eye toward preventing fatalities, it also means making sure our transit stops and park-and-ride lots are secure and free of crime. It means providing sidewalks to safely link the transportation systems and it means having plans in place to minimize the impact of natural or man-made disasters, should they occur.
4. **Expanding partnerships with safety advocates around the state to identify and implement safety improvements.** Transportation agencies alone cannot reach the goal of zero lives lost. A collaborative effort is needed with safety advocates around the state, including businesses, law enforcement, emergency medical services, healthcare providers and concerned citizens to improve safety. Combining resources and developing unified goals provide the best results. Actions led by the Missouri Coalition for Roadway Safety have already saved thousands of lives, and the coalition must continue to lead Missouri's transportation safety messages while expanding its reach to include all transportation users.
5. **Increasing safety belt usage.** The single most important action Missourians can take to save lives and prevent serious injuries while traveling is to buckle their safety belts. The transportation community must support initiatives to increase safety belt usage in local communities and throughout the state.

## Invest in Projects that Spur Economic Growth and Create Jobs

1. **Increasing partnerships with local communities, businesses, transportation service providers and other sectors to specifically identify what transportation projects can better support local economies.** Transportation agencies and stakeholders must better understand what local communities and businesses need from the transportation system. Working collaboratively with local governments, chambers of commerce and business owners will help identify the improvements needed for local economies to thrive and create jobs.
2. **Expanding MoDOT's cost share opportunities to include all transportation modes.** MoDOT's cost share program stretches transportation funding by pooling money with local governments and private entities to deliver state highway and bridge improvements. Expanding the program to include non-highway transportation improvements could better meet the diverse needs of our transportation system.
3. **Identifying the statewide freight network to serve the needs of Missouri businesses.** Identifying the highway network most used or preferred by freight haulers will provide more cost effective choices that can translate into cheaper prices of goods for Missourians. Recognizing these routes will be beneficial in the overall needs identification and project prioritization process. In addition, it will be useful in the project development process as truck-friendly features and design elements of proposed projects are selected to complement freight needs.

4. **Developing intermodal connectors that better link the state's rivers, rails, roads and runways.** Missouri's central location and rivers, along with its existing airports, railroads and highway infrastructure make it an attractive home for many successful businesses. However, these businesses could become stronger competitors and the state could attract additional business by strategically connecting these assets and providing for more timely and cost-effective delivery of products while lowering the cost of goods for Missourians.
5. **Providing reliable and accessible transportation options to get people to work and customers to businesses.** Missouri businesses need access to employees and customers. Demographic trends are changing — the over- 65 age group is growing faster than any other demographic. The younger generation will make up the primary driving population by 2030, and their travel preferences may differ from previous generations. The transportation system must adapt to these changes so businesses can still remain competitive.

## Give Missourians Better Transportation Choices

1. **Increasing regional involvement to include all transportation stakeholders when identifying and prioritizing projects.** For nearly a decade, Missouri's planning framework for transportation decision making has been successful at bringing together transportation planning partners, stakeholders and interested citizens to determine each region's highest priority highway and bridge needs. It is time to build upon this success and expand the process to include a wider range of modal partners and to identify and prioritize needs across all transportation modes, which will make the best use of our available funding and provide for a well-integrated and better-connected transportation system.
2. **Securing reliable funding that is flexible and can be used to address each region's transportation priorities.** The majority of MoDOT — administered transportation funding is limited, by law, to use on road and bridge improvements. Going forward, flexible funding that can be used across all modes of transportation is needed to deliver the highest priority transportation needs determined by each region.
3. **Evaluating the impact to all transportation modes during the development of an improvement.** As transportation solutions are evaluated and developed, impacts to other modes must be assessed to take advantage of opportunities that may exist.
4. **Connecting travel options — passenger rail to bus stops to sidewalks to airports.** Travelers desire a transportation system that is seamlessly connected. MoDOT and its transportation partners need to identify where gaps exist and develop solutions to improve the system for travelers.
5. **Expanding and improving transit, air, passenger rail, bicycle and pedestrian options throughout the state.** Many Missourians expect more non-highway travel options. The majority of current transportation funding is legally restricted to use on highways and bridges and barely covers the cost of maintaining that system. Additional transportation funding that could be used on any mode of transportation must be made available to expand the frequency and service area for non-highway transportation services.
6. **Providing accessibility to all users of the transportation system.** Missouri's transportation system must provide all users access to opportunities — including employment, recreational activities, medical services, etc. Features such as navigable sidewalk grades, safe curb cuts and ramps and wheelchair-friendly buses help ensure the system better meets the needs of all users. Transportation projects and services must be developed to better accommodate the varying abilities of all Missourians.

## STAYING CONNECTED

MoDOT regularly engages with Missouri citizens — from project open houses to toll-free customer service telephone lines to a strong, inclusive planning process.

But through the unprecedented outreach efforts of On the Move, MoDOT engaged with a broader range of citizens. MoDOT went well beyond the typical planning partners by actively seeking out members of the business community and general public. MoDOT expanded the range of input by conducting Listening Sessions at college campuses, local chambers of commerce and hospitals. MoDOT employees touched every county through the Mobile Tour. And through these expanded efforts of citizen types and geographies, MoDOT expanded its understanding of what Missouri citizens want and need from their transportation system.

Essentially, MoDOT already knew a lot about what Missourians want and need — but because they talked to more people, they now know much more than before. What has been learned or reinforced?

**People experience transportation personally.** From wanting all rural highways to have shoulders to requests for a stop sign to be added at a specific location, Missourians' view of transportation is wide-ranging. There's no one-size-fits-all conversation to be had about transportation issues. MoDOT has to be prepared to talk and consider feedback about transportation issues at the level that makes sense for each citizen.

**Missourians generally experience one transportation system.** Most citizens don't know — and shouldn't have to know — whether they are using a part of the state transportation system or a local transportation system. MoDOT has been sharing information from On the Move with local partners and will work more diligently toward cooperative planning approaches.

**More Missourians care about transportation.** MoDOT already has great relationships with many partners and stakeholders. Through the expanded On the Move efforts, there are new opportunities to cultivate relationships with more Missourians who care about transportation.

By staying connected, MoDOT can continue to learn from and adapt to a wider range of stakeholder concerns and priorities. **By staying connected, MoDOT remains focused on its customers.**

The journey over the last several years has demonstrated it takes hard work to change the culture and produce the results Missourians want and expect. More hard work will be required to stay focused on refining policies and practices, push the boundaries even further and deliver transportation solutions with whatever level of funding is provided.



# A VISION FOR MISSOURI'S TRANSPORTATION FUTURE

FEBRUARY 2014



## Appendix

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# APPENDIX A: LISTENING TO MISSOURIANS SUMMARY



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*“MoDOT can put Missourians in the best position by continuing to keep promises, educate the public and distribute funds evenly.” (Listening session participant)*

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In 2013, MoDOT embarked on an unprecedented comprehensive community engagement effort called On the Move. MoDOT representatives visited every county in the state to gather direction and insights from Missourians on major transportation issues and priorities. To-date, over 12,000 suggestions have been received, including big picture ideas and requests for localized projects.

Reaching out to Missourians to determine their thoughts and priorities about the state's transportation system is the right thing to do. As a responsible steward of taxpayer dollars, MoDOT needs to know what Missourians think of the current transportation system and what they expect in the future. That input has directly shaped the development of this long term transportation plan.

## Engagement Opportunities

MoDOT used three primary mechanisms to engage with citizens, stakeholders and policymakers regarding the future of the state's transportation system. Those mechanisms included a Mobile Tour, Listening Sessions and virtual forums. A description of each mechanism and a summary of the key themes are provided on the following pages.

### Mobile Tour Visits Every County

Through a never-done-before Mobile Tour outreach approach, citizens from across the state were asked to participate in a conversation about our state's transportation future. From April to July 2013, bright orange On the Move vehicles visited local fairs and festivals, sporting events, diners, truck stops, convenience stores and more. MoDOT representatives traveled a total of 25,225 miles and made stops in every county to talk with Missourians about transportation issues and projects.

In addition to informal discussions, residents completed a simple two-question survey and were also encouraged to visit the On the Move website. A list of every community visited can be found on the following page.



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## MOBILE TOUR BY THE NUMBERS

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More than 25,225 miles  
traveled

More than 232  
communities visited

All 114 counties in the  
state plus the City of St.  
Louis were visited

## Communities Visited During On The Move

Adrian	Cameron	Ellington	Hartville	Lancaster	Montgomery City	Pilot Knob	Shell Knob
Advance	Campbell	Ellsinore	Hawk Point	Leadington	Moscow Mills	Pineville	Sikeston
Albany	Canton	Eminence	Hayti	Leadwood	Mound City	Pocahontas	Silva
Altenburg	Cape Girardeau	Essex	Hayti Heights	Lebanon	Mountain Grove	Polo	Springfield
Anderson	Carrollton	Excelsior Springs	Hermann	Lee's Summit	Mountain View	Poplar Bluff	Steele
Arbor	Caruthersville	Fairfax	Hermitage	Licking	Mount Vernon	Portageville	Steelville
Arcadia	Catherine Place	Farmington	Higginsville	Lincoln	Naylor	Potosi	Summerville
Ashland	Center	Fayette	Hollister	Linn	Neosho	Princeton	Sunrise Beach
Ava	Centerville	Ferguson	Houston	Linneus	Nevada	Puxico	Taos
Bellevue	Charleston	Festus	Independence	Louisiana	New Boston	Quin	Thayer
Belton	Chesterfield	Florissant	Innsbrook	Macon	New Madrid	Richland	Theodosia
Benton	Chillicothe	Fort Leonard Wood	Ironton	Malden	Nixa	Richmond	Trenton
Bernie	Clarence	Fredericktown	Jackson	Manchester	North Kansas City	Rolla	Troy
Bethany	Clarksville	Friedheim	Jefferson City	Mansfield	Oak Grove	Rosendale	Union
Bismark	Clarkton	Frohna	Joplin	Marble Hill	Oak Ridge	St. Ann	Unionville
Bloomfield	Clinton	Fruitland	Kansas City	Marceline	Oregon	St. Charles	Van Buren
Bloomsdale	Columbia	Fulton	Kearney	Marquand	Osage Beach	St. James	Versailles
Bolivar	Concordia	Gainesville	Kelso	Marshfield	Osceola	St. Joseph	Vienna
Bonne Terre	Cooter	Galena	Kennett	Marston	Owensville	St. Louis	Warrensburg
Boonville	Creve Coeur	Gallatin	Keytesville	Maryville	Pacific	St. Mary	Warrenton
Branson	Cuba	Gideon	Kimmswick	Memphis	Park Hills	St. Robert	Warsaw
Brazeau	Delta	Glenallen	Kingdom City	Mexico	Parkville	Ste. Genevieve	Washington
Brewer	Desloge	Gordonville	Kirksville	Milan	Patterson	Salem	Wayland
Bridgeton	Dexter	Grandview	Kirkwood	Millersville	Patton	Savannah	Waynesville
Buffalo	Doniphan	Grant City	Knob Noster	Miner	Peculiar	Scott City	West Plains
Butler	Dutchtown	Greenfield	Koshkonong	Moberly	Perryville	Sedalia	Williamsville
Cabool	East Prairie	Greenville	LaGrange	Moline Acres	Piedmont	Senath	Willow Springs
California	Edina	Hannibal	Lake Ozark	Monett	Pike County	Shelbina	Windsor
Camdenton	El Dorado Springs	Harrisonville	Lamar	Monroe City	Pilot Grove	Shelbyville	Winona

## Listening Sessions Engage Missourians on Transportation Issues

MoDOT conducted 17 Listening Sessions across the state and asked interested citizens, stakeholders and policymakers to participate in focused discussion about Missouri's transportation future. Nearly 600 Missourians reflecting a cross section of the state participated in these discussions, including:

- 35 participants represented traditionally underserved segments of the population including the NAACP and the Community Resource Council.
- 81 participants were advocates for a specific transportation option.
- 126 participants were state or federal elected officials, members of the general public, safety groups, the K-12 or higher education community or environmental groups.
- 135 participants were MoDOT's planning partners including representatives from cities, counties, regional planning commissions and metropolitan planning organizations.
- 187 participants represented the business community including individuals from chambers of commerce, other economic development organizations, engineering and contracting groups.

During the Listening Sessions, participants were asked to consider top priorities and challenges to the state (and MoDOT) under two funding scenarios. The first scenario was based on the existing annual funding amount of \$1.4 billion, and the second scenario included \$600 million in *additional* funds. The majority of participants in every Listening Session found the current funding amount to be inadequate to deliver the transportation system Missouri needs today and in the future.

## Virtual Forums and Additional Feedback Mechanisms Bring More Missourians into the Conversation

Missourians were also encouraged to visit MoDOT's On the Move website to weigh in with their thoughts on transportation issues. Feedback was provided on important big picture transportation issues and specific project suggestions through a two question survey and project suggestion forms. Nearly half of the 12,000 comments submitted to MoDOT during the On the Move effort were submitted via the project website.

Suggestions have also come from MoDOT's general website, customer service phone line, discussions at open houses, through the Planning Framework process, local government discussions and many other ways.

## On the Move Overall Themes

During the course of the six-month engagement initiative, several key themes emerged. Many of these themes are not new -- Missourians are practical and have always placed high value on keeping highways and bridges safe and in good condition. But some of the themes have grown in importance -- such as an increasing desire to have more transportation system choices and to increase the focus on the economic impact of transportation investments.

Taken together, these themes shape the transportation vision for the state of Missouri and inform how MoDOT will deliver transportation programs and projects in the coming years:

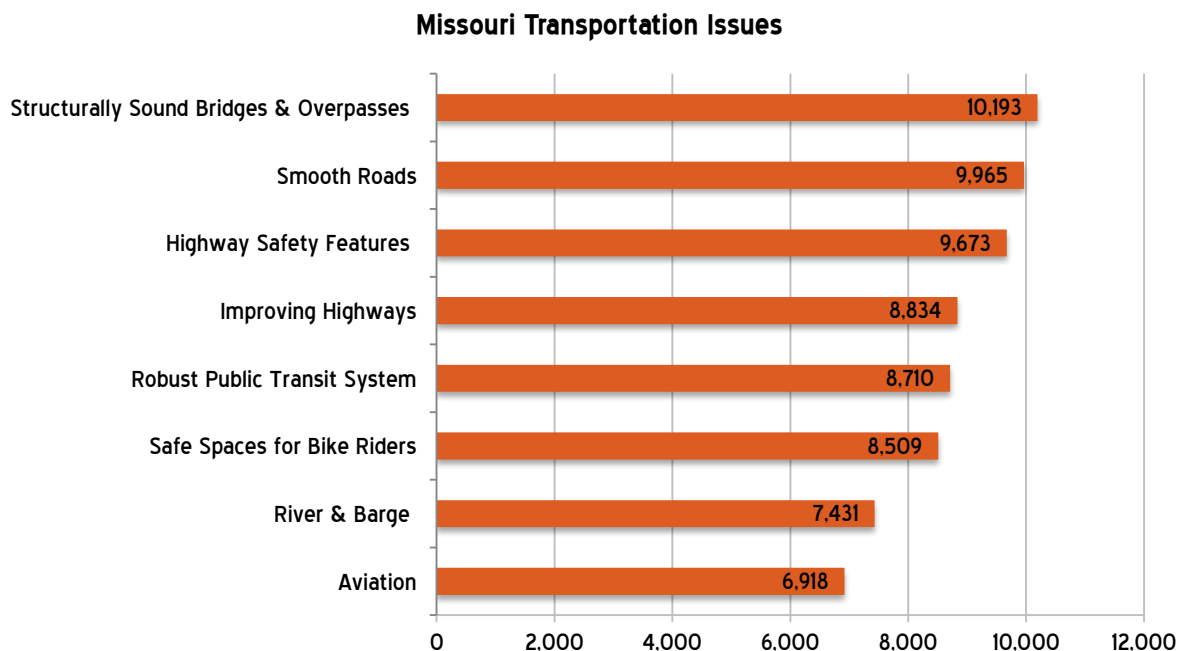
- Maintenance of the current system should be a top priority.
- All forms of transportation should be safe for citizens, and safety improvements should be a priority.
- More transportation choices are needed to move both people and freight throughout the state more efficiently.

- Whenever possible, upgrades to the current system should deliver economic development opportunities to the community.
- The current transportation system is large and MoDOT should explore ways to team with local governments and other partners to better leverage the taxpayers' investment.
- Current funding is unacceptable. Opportunities will be lost and the current system cannot be maintained at an acceptable level unless funding increases. Missourians are keeping an eye on this issue and many have thoughts on alternative funding mechanisms.
- Missourians appreciated the opportunity to be involved in crafting their state's transportation future.
- Missourians want MoDOT to be held accountable for the effective use of tax dollars, for the quality of work done on projects and for communicating with the public.

In addition to these overarching themes, Missourians have identified \$75 billion in projects through On the Move and other MoDOT outreach efforts. See Appendix L for a list of those project suggestions.

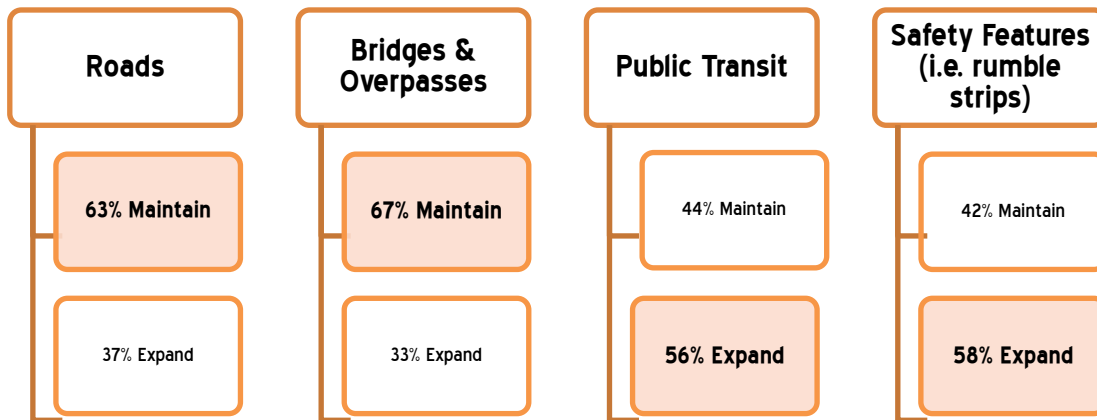
## What matters most to the state?

Participants from all over the state were asked to rank in order of importance major themes and big picture priorities that MoDOT should consider as they developed a long term plan. The top three most important were structurally sound bridges and overpasses; smooth roads; and highway safety features. Following are summary results:





MoDOT also asked participants whether it is more important to maintain the transportation system we have or whether it is more important to expand our transportation system. Below are the results:



*It is important to note that these survey results are not intended to be statistically valid.*

A few observations:

- In every district in the state and statewide, participants consistently told MoDOT that maintenance of roads, bridges and overpasses was more important than expansion of roads, bridges and overpasses.
- There is less consistency with what participants thought important for public transit and safety features. See the following chart below for description.

### Public Transit & Safety Features Importance: Maintenance vs. Expansion by District

	Central	Kansas City	Northwest	Northeast	Southwest	Southeast	St. Louis
<b>Public Transit</b>	EXPAND	EXPAND	MAINTAIN	MAINTAIN	MAINTAIN	MAINTAIN	EXPAND
<b>Safety Features</b>	EXPAND	EXPAND	MAINTAIN	EXPAND	EXPAND	EXPAND	EXPAND

### Important Projects for the state

MoDOT also sought feedback from across the state about big picture projects to include in Missouri's transportation future. See a summary of the results below and see Appendix L for a full listing of suggested projects:

#### Bike/Pedestrian

##### The Big Picture

- Upgrade sidewalks in smaller cities to improve mobility for residents.
- Consider bike/pedestrian elements on all projects and integrate bike/pedestrian elements as much as possible.
- Provide shoulders and bike lanes on rural routes.
- Statewide Bike Route System -- provide way finding signs on all major national bike routes and add shoulders where possible.

## Highways

### The Big Picture

- Improve minor routes throughout the state.
- Maintain existing roadway and highway system.
- Increase shoulders and rumble strips on highways.

## Port

- Add intermodal facilities at key locations statewide. This could include major ports, rail and connections to the highway system to connect bulk shipments to rails and short haul final destination delivery over the road.

## Rail

Comments were received on both passenger and freight rail service, with the majority of comments focusing on passenger rail.

### The Big Picture-Passenger Rail

- Provide better passenger rail service across the state.

### The Big Picture-Freight Rail

- Initially provide freight rail access in every county, with the possibility that the rail could be used for passenger service sometime in the future.
- MoDOT should acquire and upgrade existing underutilized rails and industrial spurs, and then tie them into the existing highway and port system to increase economic development throughout the state.

## Aviation

### The Big Picture

- Improve service at commercial and regional airports.

## Transit

### The Big Picture

- Increase investment in public transit.
- Expand Older Adults Transportation Service (OATS).
- Expand specific bus routes across the state.
- Increase connections for all modes across and through the state.

# APPENDIX B:

## On the Move

### Engagement in the Central District

#### Overview

In 2013, MoDOT embarked on an unprecedented comprehensive community engagement initiative called On the Move around the state, including the Central District. MoDOT representatives visited every county in the state to gather direction and insights from Missourians on major transportation issues and priorities.

Reaching out to Missourians to determine their thoughts and priorities about the state's transportation system is the right thing to do. As a responsible steward of taxpayer dollars, MoDOT needs to know what Missourians think of the current transportation system and what they expect in the future. That input has directly shaped the development of this long term transportation plan.

#### Engagement Opportunities

MoDOT used three primary mechanisms to engage with citizens, stakeholders and policymakers regarding the future of the state's transportation system. Those mechanisms included a Mobile Tour, Listening Sessions and virtual forums. A description of each mechanism and a summary of the key themes are provided on the following pages.

#### Listening Sessions

Three listening sessions took place in the Central District. They were held in Columbia on February 5, 2013, Lebanon on March 19, 2013 and in Jefferson City on April 25, 2013. Nearly 100 interested residents and stakeholders participated in discussions located at the University of Missouri's Columbia campus, the Kenneth E. Cowan Civic Center in Lebanon and the Missouri Chamber of Commerce and Industry in Jefferson City. Participants were diverse, representing planning partners, business interests, several modal choices, community action groups, the education community, environmental groups and minority advocates. Those involved were also invited to complete comment cards to provide additional feedback.

#### Mobile Tour

Bright orange On the Move vehicles hit the road making nearly ninety stops and traveled over 3,701 miles in the Central District. MoDOT representatives visited local community events and meetings, such as fairs and festivals, sporting events, diners, truck stops and convenience stores to survey citizens on big picture priorities and gather information on specific priority projects. Central District mobile tour stops included:



#### CENTRAL DISTRICT BY THE NUMBERS

~ 100 Listening Session Participants

~90 Mobile Tour Stops

400+ Survey Responses

1,330+ Project-specific Comments

Received

### Boone County

- Mid-Missouri Regional Planning Commission
- Columbia Regional Airport and area Gas Station
- Columbia Chamber Leadership Class
- Columbia Chamber Transportation Advisory Committee
- Boone County Commission Meeting
- Ashland City Administrator Meeting
- Columbia Kiwanis Club
- Missouri Association of County Development Disabilities Meeting
- Columbia Fun Fest
- City of Columbia
- Sunrise Optimist Club Columbia

### Callaway County

- Fulton Breakfast Optimist Club
- North Callaway High School Board Meeting
- Callaway County Commission Meeting
- Fulton Farmer's Market
- Callaway County Farmer's Market
- Callaway County Farm Bureau
- Katy State Trail Park

### Camden County

- Dogwood Festival Parade
- Camdenton Chamber Products and Services Show
- Weekly On the Move Minute Update (1150 KRMS radio segment)
- Lake of the Ozarks Council of Local Governments Regional Planning Commission Board of Directors

### Cole County

- MSHSAA State Track & Field Championships
- Jefferson City Amtrak Station, Missouri River Runner Train
- Taos Parade
- Jefferson City Chamber Reception for Missouri Highways and Transportation Commission
- Jefferson City/Cole County Utility Coordination meeting
- Capital Area Metropolitan Planning Organization, Transportation Advisory Committee
- Capital City Cook-Off
- State Employee Appreciation Day
- Jefferson City Auto Sales at the Capital Mall
- Cole County Farm Bureau
- Earth Day, Missouri State Capital



- Missouri Valley Big Brothers Big Sisters Bring Your Own Big Wheel Event, Jefferson City
- Salute to America, Jefferson City

#### **Cooper County**

- Pilot Grove Co-op
- Route 41 Bridge Replacement Public Meeting
- Boonville Rotary Club
- Boonville Heritage Days
- Cooper County Commission
- City of Boonville

#### **Crawford County**

- Cuba City Council Meeting
- Crawford County Commission Meeting
- Crawford County Courthouse and Downtown
- Steelville City Council Meeting
- Cuba Economic Development Group Meeting
- Cuba Chamber of Commerce
- Farm Bureau Board Meeting and Annual Meeting

#### **Dent County**

- Salem City Council Meeting
- Dent County Commission Meeting
- Salem City Hall and Square
- Farm Bureau Board Meeting

#### **Gasconade County**

- Hermann Maifest
- Hermann City Council Meeting
- Owensville City Council Meeting
- Gasconade County Commission Meeting
- Route 19 and Route 28 Community Briefing
- Farm Bureau Board Meeting

#### **Howard County**

- Howard County Farm Bureau, Strawberry Festival

#### **Laclede County**

- Breast Cancer Wellness Summer Fun Car Show in Lebanon
- Lake of the Ozarks Council of Local Governments Regional Planning Commission Transportation Advisory Committee
- KBNN 750 AM Lebanon-Community Ties Radio Segment

#### **Maries County**

- Vienna City Council Meeting
- Vienna Mini-Mart

- Maries County Commission Meeting
- Farm Bureau Board Meeting and Annual Meeting

#### **Miller County**

- Osage Beach Maintenance Facility
- Daybreak Rotary Presentation
- Magic Dragon Car Show

#### **Moniteau County**

- City of California-Multiple Stops
- Moniteau County Commission

#### **Morgan County**

- Morgan County Courthouse
- West Lake Area Chamber Business Expo
- Morgan County Farm Bureau

#### **Osage County**

- Linn Thriftway Parking Lot
- Linn City Council Meeting

#### **Phelps County**

- Route D Public Meeting
- Rolla City Council Meeting
- St. James City Council Meeting
- Phelps County Commission Meeting
- Rolla Regional Economic Commission Meeting
- Association of Retired State Employees Meeting
- Meramec Regional Planning Commission Transportation Advisory Committee Meeting and Board Meeting

#### **Pulaski County**

- St. Roberts City Council Meeting
- Waynesville City Council Meeting
- Richland City Council Meeting
- Pulaski County Commission Meeting
- Waynesville Square and Downtown
- Sustainable Ozarks Partnership Meeting
- Pulaski County Rotary Meeting

#### **Washington County**

- Washington County Commission Meeting
- Potosi Courthouse and Downtown



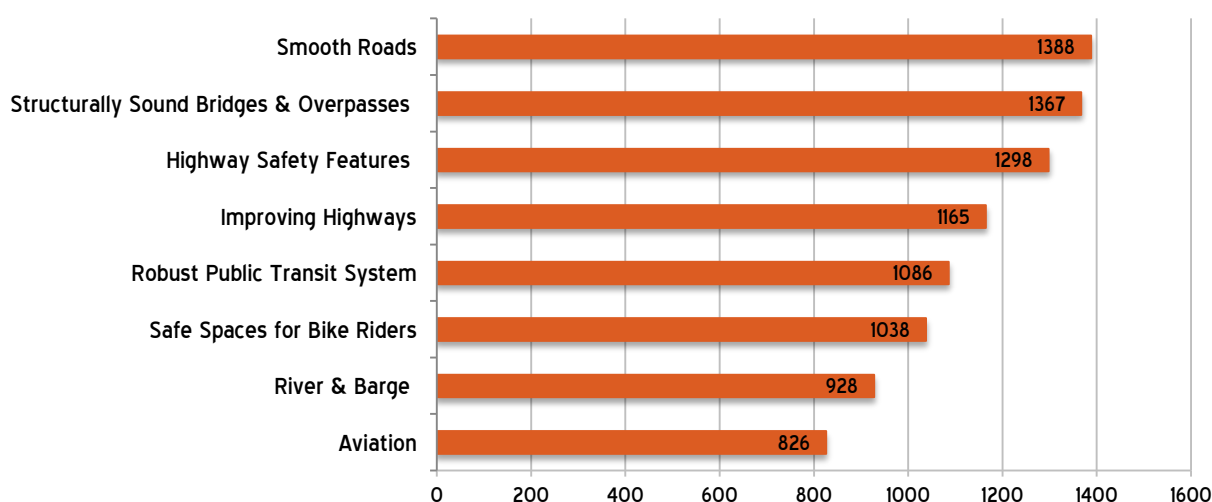
## Virtual Forums and Additional Feedback

Residents of the Central district were also encouraged to visit MoDOT's On the Move website to weigh in with their thoughts on transportation issues via a two-question survey and project suggestion forms. Suggestions also came from MoDOT's general website, customer service phone line, discussions at open houses, through the Planning Framework process, local government discussions and many other ways.

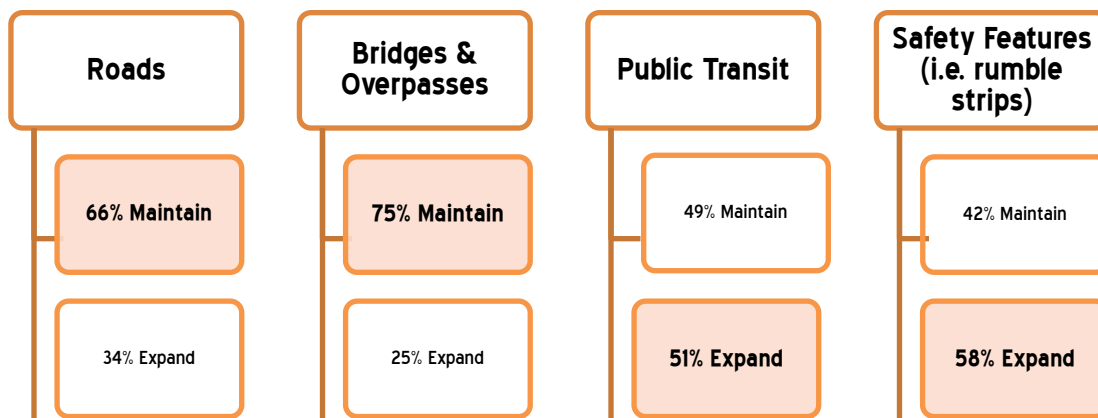
## What matters most to the Central District?

Central District participants were asked to rank the order of importance of major themes and big picture priorities MoDOT should consider as they developed a long term plan. The top three most important were smooth roads; structurally sound bridges and overpasses; and highway safety features. Following are summary results:

### Transportation Issues in the Central District



MoDOT also asked Central District participants whether it is more important to maintain the transportation system we have or whether it is more important to expand our transportation system. Below are the results.



Additionally, at the two Listening Sessions nearly 100 participants were asked to consider top priorities and challenges to the state (and MoDOT) under two funding scenarios. The first scenario was based on the existing annual funding amount of \$1.4 billion (includes funding for city and county governments) and the second scenario included \$600 million in additional funds. Here is what Central District participants said:

### Maintaining the current system is a top priority and concern, as is safety.

- *"Don't change the engine; you change the oil."*
- *"Funding should focus on maintenance because new upgrades would increase cost over time, adding more infrastructure means adding more cost."*
- *"Guard cables in close to ten years have saved so many lives that they are probably the safest upgrade that we have had in the ten year period. They make me feel much safer. Widening shoulders is also important."*



### Economic development opportunities are linked to our transportation system.

- *"If we don't maintain access to our economic development hubs, we lose out on long-term growth."*
- *"Missouri will miss out on economic development opportunities without more investment. For example, there are huge economic development opportunities with the Columbia airport."*
- *"Missouri will miss many economic development opportunities without a strong transportation system and its growth."*

### There are many specific local, priority projects that require maintenance or upgrades.

- *"I-70 is important and there are times that it has not been kept up."*
- *"Missouri River-Brunswick to Eastern Missouri needs more ports to tap, upgrade rail (third rail line), North/South interstate in the middle of the state."*
- *"We need a north and south route and a four lane for US-63."*
- *"I-70 corridor will take too much money, but I-44 needs more work."*



- *"I-70: when people come into state, the traffic is uninviting to tourist. Try to divert truck traffic away from cars and make Columbia inviting along the interstate as well with beautification."*

### Additional Thoughts from the Central District.

- *"From an accountability standpoint, people want to see projects completed, good work and clear communications on work that is done. All government needs to be held accountable."*
- *"There needs to be accountability for poor workmanship, answering to that for the taxpayers."*
- *"Missouri cannot accept the status quo, and we need to go beyond maintenance."*
- *"The system is too large to maintain. Perhaps assets can be transferred to local government at the city/county level."*

**"MISSOURI CANNOT ACCEPT THE STATUS QUO,  
AND WE NEED TO GO BEYOND MAINTENANCE"**

- *"There are many rural parts of Missouri that would benefit from those arteries that may be ignored if the focus remains on the urban areas."*
- *"Setting policies to keep more cars off the roads might help offset maintenance costs through lower use."*
- *"Train freight is critical from a growth and improvement standpoint. Missouri should be a transportation hub."*
- *"The current scenario doesn't work. Period. Creating new avenues for fair funding is necessary, but not with tolling."*
- *"If we are talking about more money, the vision has to be strong and change from business as usual to create a positive vision."*
- *"Possibly increase the gasoline tax to deter drivers. When gas gets more expensive, more people use public transit."*
- *"Political, metro areas are going to get their hands up in the air and take away the most money if any revenue increase were to come to fruition."*



## Important Projects for the Central District

MoDOT also sought feedback from Missourians in the Central District about specific projects to include in Missouri's transportation future. Following is a summary of the results. See Appendix L for a listing of suggested projects:

### Bike/Pedestrian

#### The Big Picture

- Consider bike/pedestrian elements on all projects and integrate bike/pedestrian elements as much as possible.
- Upgrade sidewalks in smaller cities to improve mobility for residents.
- Provide wayfinding signs on all major national bike routes and add shoulders where possible.

### Highways

#### The Big Picture

- Maintain existing roadway and highway system.
- Improve bridges throughout the state.
- Improve minor routes throughout the state.

#### Specific Projects mentioned most frequently

- Improve I-70 to three lanes from Kansas City to St. Louis.
- Improve I-44 and I-70.
- Finish four-laning the U.S. 50 corridor from Kansas City to St. Louis.

## Port

### The Big Picture

- Add intermodal facilities at key locations statewide. This could include major ports, rail and connections to the highway system. It would help connect bulk shipments to rails and short haul final destination delivery over the road.
- Increase connections between different transportation options.

## Rail

Comments were received on both passenger and freight rail service, with the majority of comments focusing on passenger rail.

### The Big Picture-Passenger Rail

- Better passenger rail service across the state.
- More frequent train stops in Kansas City, Jefferson City and St. Louis.

### The Big Picture-Freight Rail

- MoDOT should acquire existing underutilized short-line rails and industrial rail spurs, upgrade them and tie them in with the highways and ports to further economic development throughout the state.
- Initially provide freight rail access in every county, with the possibility that the rail could be used for passenger service sometime in the future.

### Specific Passenger Rail Projects mentioned most frequently

- Extend passenger rail service to the Springfield area, upgrade the rails parallel to I-44 and run service from St. Louis to Springfield and possibly beyond.
- Build a high speed rail option in the median of I-70 with stops in Kansas City, Columbia and St. Louis.

## Aviation

### The Big Picture

- Invest in a more active airport for Columbia

### Specific Aviation Projects mentioned

- Provide better air transportation and update air computer system so there are enough controllers.
- Maintain runways.

## Transit

### The Big Picture

- Increase funding for public transit.
- Expand OATS.
- Improve the public bus system in Jefferson City.
- Provide light rail between Columbia and Jefferson City.

### Specific Transit Projects mentioned most frequently

- Provide public transportation options from Jefferson City to Columbia.

# APPENDIX C:

## On the Move

### Engagement in the Kansas City District



#### Overview

In 2013, MoDOT embarked on an unprecedented comprehensive community engagement initiative called On the Move around the state, including the Kansas City District. MoDOT representatives visited every county in the state to gather direction and insights from Missourians on major transportation issues and priorities.

Reaching out to Missourians to determine their thoughts and priorities about the state's transportation system is the right thing to do. As a responsible steward of taxpayer dollars, MoDOT needs to know what Missourians think of the current transportation system and what they expect in the future. That input has directly shaped the development of this long term transportation plan.

#### Engagement Opportunities

MoDOT used three primary mechanisms to engage with citizens, stakeholders and policymakers regarding the future of the state's transportation system. Those mechanisms included a Mobile Tour, Listening Sessions and virtual forums. A description of each mechanism and a summary of the key themes are provided on the following pages.

#### Listening Sessions

Three listening sessions took place in Kansas City from March 12 to 14, 2013. More than 100 interested residents and stakeholders participated in discussions located at the Kansas City International Airport Expo Center, the University of Missouri-Kansas City and the KC Chamber Board Room at Union Station. Participants were diverse, representing planning partners, business interests, several modal choices, elected officials, the education community, environmental groups and minority advocates. Those involved were also invited to complete comment cards to provide additional feedback.

#### Mobile Tour

Bright orange On the Move vehicles hit the road making more than 20 stops and traveled over 2,132 miles in the Kansas City District. MoDOT representatives visited local community events and meetings, such as fairs and festivals, sporting events, diners, truck stops and convenience stores to survey citizens on big picture priorities and gather information on specific priority projects. Kansas City District mobile tour stops included:

##### Cass County

- I-49/211th Street Interchange Open House Public Meeting, Peculiar
- Belton Cruise Night
- Cass County Farmer's Market, Harrisonville



#### KANSAS CITY DISTRICT BY THE NUMBERS

100+ Listening Session

Participants

20+ Mobile Tour Stops

400+ Survey Responses

900+ Project-specific Comments

Received



### Clay County

- Kearney Business Expo
- Kearney Chamber of Commerce
- North Kansas City Farmers' Market
- I-29/211th Street Interchange Open House
- I-35 Interchange Location Public Hearing
- 32<sup>nd</sup> Annual Waterfest Celebration Parade, Excelsior Springs

### Jackson County

- Swope Health & Safety Fair, Kansas City
- Kansas City Home & Garden Show
- Missouri Mavericks Playoff Game, Independence
- Lee's Summit Chamber of Commerce
- Burns & McDonnell Bicycle Rodeo, Kansas City
- iBuild/Crayons to CAD Career Day, Kansas City
- Rotary Club of Eastern Independence
- Grandview/South Kansas City Chamber of Commerce
- 6th Annual National Train Day, Kansas City
- Annual National Society of Black Engineers Youth Minority Engineering Night, Kansas City
- Big Truck Night, Lee's Summit
- Trucker's Jamboree-Iowa 80 Truck Stop, Oak Grove
- Juneteenth Celebration, Kansas City
- Rotary Club of Eastern Independence
- Greater Downtown Area Plan Implementation Committee

### Johnson County

- Whiteman Air Force Base, Knob Noster

### Lafayette County

- Pioneer Trails Regional Planning Commission

### Pettis County

- Sedalia Trails Group
- Local Government Meeting

### Platte County

- Fourth of July American Heroes Parade, Parkville

### Ray County

- 33rd Annual Mushroom Festival Parade, Richmond

### Saline County

- Highway 65 Coalition Meeting, Marshall

### Other Stops

- Highway 13 Corridor Coalition (Lafayette, Johnson and Ray counties)



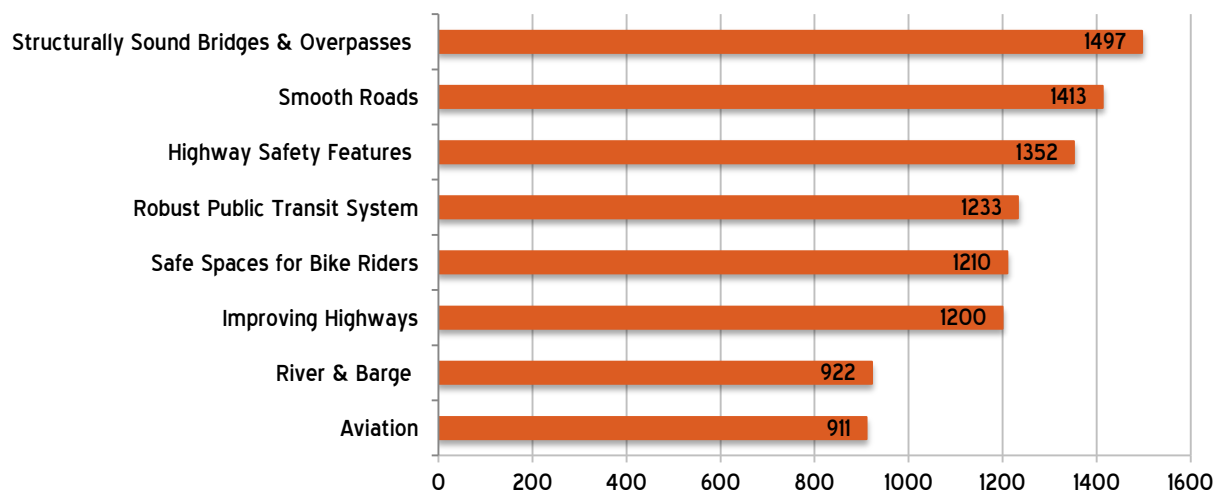
## Virtual Forums & Additional Feedback

Residents of the Kansas City District were also encouraged to visit MoDOT's On the Move website to weigh in with their thoughts on transportation issues via a two-question survey and project suggestion forms. Suggestions also came from MoDOT's general website, customer service phone line, discussions at open houses, through the Planning Framework process, local government discussions and many other ways.

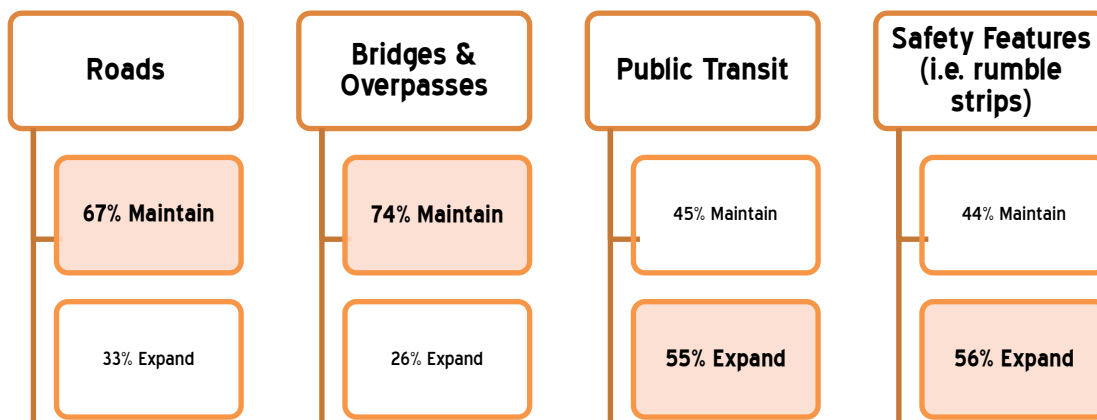
## What matters most to the Kansas City District?

Kansas City District participants were asked to rank the order of importance of major themes and big picture priorities that MoDOT should consider as they developed a long term plan. The top three most important were structurally sound bridges and overpasses; smooth roads; and highway safety features. Following are summary results:

**Transportation Issues in the Kansas City district**



MoDOT also asked Kansas City District participants whether it is more important to maintain the transportation system we have or whether it is more important to expand our transportation system. Below are the results:



Additionally, at the three Listening Sessions more than 100 participants were asked to consider top priorities and challenges to the state (and MoDOT) under two funding scenarios. The first scenario was based on the existing annual funding amount of \$1.4 billion and second scenario included \$600 million in additional funds. Here is what Kansas City District participants said:

### Existing maintenance efforts with a focus on safety are crucial.

- *"Maintain what we have and balance between maintenance and safety to get the best bang for the buck to make sure roads are working for the long-term."*
- *"Safety isn't just about cars. The emphasis needs to be shifted to pedestrians....We need to make things safer for non-motorized modes of transportation."*
- *"We need to focus on maintenance of highways and roads while seriously evaluating tradeoffs between safety upgrades."*
- *"With additional funding priorities should be "maintenance first; then I-70."*

### Multimodal options are key to fully servicing this region.

- *"Transit really needs to accommodate and keep up with shifting demographics with an aging population and the younger population wanting more transit options and centralized living."*
- *"Expanding multimodal, while concentrating on development in urban areas and minimizing urban sprawl. We need to get more vehicles off the road. More transit can reduce stress on the infrastructure."*
- *"Highway upgrades should be less of a priority if you can shift the funds to building the multimodal infrastructure."*
- *"The public's attitudes and priorities are changing in favor of multimodal transportation options (transit, passenger rail, bike). We can attract people to our state and region with multimodal facilities."*
- *"Waterways affect all the other modes of transportation - using waterways will lower fuel costs and move more freight, saving in highway maintenance and making Missouri more competitive. As long as you have water, there are opportunities to diversify freight. The navigable channel is maintained by the Army Corps and not very expensive to maintain. The river infrastructure is focused on keeping the ports useable for growth of freight opportunities."*



### Citizens focused on how transportation would be funded.

- *"The gas tax is too low in Missouri and too low period. People in Kansas roar across State Line Road to buy gas in Missouri."*

- *"Why doesn't MoDOT seriously consider tolling some of the State routes? This is a no brainer and we are missing out on additional revenue being paid by the actual users. Doesn't get any cleaner and more direct than that!"*
- *"MoDOT will need to start looking at other options for transportation funding - other than the gas tax. People are driving less and cars are more fuel efficient, the end result is less revenue."*
- *"I don't hear anybody talking about toll roads. Should we incorporate more toll facilities? Particularly to help rebuild I-70. I think Missouri is passing up opportunities to toll its roads and this is kicking our tail! I would think long distance travelers would primarily pay tolls for I-70 and other interstate corridors, thereby maintaining those corridors with import dollars. We can use our "Missouri" dollars to support regional infrastructure."*
- *"It is imperative MoDOT keep the local funding programs in place. When agencies partner, there are more people at the table and more money in play. We are generally more likely to get a project done and complete more projects under this business model."*
- *"Kansas City has historically been underfunded, so I think it's forced us to be more creative."*

### Additional Thoughts from the Kansas City District

- *"We need to apply technology to the roadway/highway system whenever possible. Systems like KC Scout and Operation Green Light are very effective at squeezing capacity and efficiency out of the system at minimal cost."*
- *"We need to change paradigm on congestion and encourage density."*
- *"MoDOT tends to favorably respond to developers, especially when developers want roadway access that will increase the value and attractiveness of their property."*
- *"Regarding highway projects, it seems like MoDOT is doing a lot of 10 year fixes. In other words: short-term fixes. We need to look further out and get all the players at the table so we can fix things right the first time."*
- *"I think a major challenge for MoDOT is having too many roads. The state manages 33,000 miles of roadway and that number is astronomical and not economical."*
- *"Should we be proud of having so many roads and bridges, from a sustainability and maintenance point of view? Why not decommission those unused roads and highways into other uses like trails, etc. Decommission the roads and highways back to the cities and counties purview."*



- *"Under no circumstances should MoDOT increase the number of lane miles. The state should entirely focus on maintenance and safety-oriented projects."*
- *"MoDOT has always done a good job to engage people and (that is) a testament to their good faith."*
- *"Economic development opportunities may be lost which create jobs and more income tax revenue."*
- *"The biggest challenge will be allocating the right pieces of the pie to make the greatest economic impact. (MoDOT) needs to do a better job communicating with the voters on what they are going to get for their new taxes (investment)."*

## Important Projects for the Kansas City District

MoDOT also sought feedback from Missourians in the Kansas City District about specific projects to include in Missouri's transportation future. Following is a summary of the results. See Appendix L for a listing of specific suggested projects:

### Bike/Pedestrian

#### The Big Picture

- Consider bike/pedestrian elements on all projects and integrate bike/pedestrian elements as much as possible.
- Statewide Bike Route System with way finding signs and added shoulders.
- Provide shoulders and bike lanes on rural routes.
- Continue to improve and provide bike/pedestrian friendly greenways.

#### Specific Project mentioned most frequently

- Improvements on MO 291 and MO 152 to make them bike/pedestrian friendly, especially at intersections.

## Highways

#### The Big Picture

- Maintain existing roadway and highway system.
- Improve minor routes throughout the state.
- Improve rural intersection markings, and improve night time marking of rural intersections where state routes meet local roads. Suggestions include lighting, brighter signs, more reflectors and better pavement markings.
- Increase shoulders and rumble strips on highways.

#### Specific Projects mentioned most frequently

- Improvements to I-70, including expanding to three lanes from Kansas City to St. Louis.
- Four lane MO-13 from Clinton to U.S.36.

## Port

#### The Big Picture

- Provide funding to reopen and modernize the port on the Missouri River to service barge traffic and lessen highway congestion and air pollution.

## Rail

Comments were received on both passenger and freight rail service, with the majority of comments focusing on passenger rail.

### The Big Picture-Passenger Rail

- Provide better passenger rail service across the state.
- Provide more frequent train stops in Kansas City, Jefferson City and St. Louis.
- Provide light rail on the existing right-of-way of the interstate corridors, such as I-35, I-29, I-70 and I-49. This addition would reduce congestion and improve air quality.
- Connect rail services to transit systems in Kansas City and St. Louis.
- Provide commuter rail service in the Kansas City metropolitan area as part of a true mass transit system. Use some of the existing tracks and develop a long-term plan to reach out to surrounding cities such as Lee's Summit and Liberty. Should also involve Kansas Department of Transportation.

### The Big Picture-Freight Rail

- MoDOT should acquire and upgrade existing underutilized rails and industrial spurs, and then tie them into the existing highway and port system to increase economic development throughout the state.

### Specific Passenger Rail Projects mentioned most frequently

- Build a high-speed rail option in the median of I-70 with stops in Kansas City, Columbia and St. Louis.
- Provide Kansas City to Texas passenger rail service.
- Build commuter rail between Blue Springs and downtown Kansas City.

### Specific Freight Rail Project Mentioned

- Complete the corridor to connect MO-291 and I-435 at Front St. in Kansas City to greatly improve freight movements by connecting three river docks that the Kansas City Port Authority would like to utilize, a Burlington Northern Santa Fe high speed rail service terminal and the interstate system. Consider this a freight movement roadway so alternative funding sources can be sought.

## Aviation

### Specific Project mentioned

- Improve existing terminals at Kansas City International instead of proposed changes.

## Transit

### The Big Picture

- Increased investment in public transit.
- Invest in Kansas City's regional transit system and overall transit plan.
- Invest more in public transit on all levels and areas of the state. Specifically, St. Louis and Kansas City need state help to plan and fund transit projects.

### Specific Projects mentioned most frequently

- Expand streetcar in Kansas City.
- Help fund sustainable transportation in Kansas City by expanding public transit to airport with park and ride lots.
- Expand bus lines to surrounding cities in the Kansas City metro area.



- Connect rail services to transit systems in Kansas City and St. Louis.
- Expand MAX bus rapid transit in Kansas City to include stadium and airport routes (buses with luggage racks).

# APPENDIX D: On the Move Engagement in the Northeast District

## Overview

In 2013, MoDOT embarked on an unprecedented comprehensive community engagement initiative called On the Move around the state, including the Northeast District. MoDOT representatives visited every county in the state to gather direction and insights from Missourians on major transportation issues and priorities.

Reaching out to Missourians to determine their thoughts and priorities about the state's transportation system is the right thing to do. As a responsible steward of taxpayer dollars, MoDOT needs to know what Missourians think of the current transportation system and what they expect in the future. That input has directly shaped the development of this long term transportation plan.

## Engagement Opportunities

MoDOT used three primary mechanisms to engage with citizens, stakeholders and policymakers regarding the future of the state's transportation system. Those mechanisms included a Mobile Tour, Listening Sessions and virtual forums. A description of each mechanism and a summary of the key themes are provided on the following pages.

### Listening Sessions

Two listening sessions took place in the Northeast District on April 3 and 4, 2013. More than 60 interested residents and stakeholders participated in discussions located at Truman State University in Kirksville and Hannibal LaGrange University in Hannibal. Participants were diverse, representing planning partners, business interests, several modal choices and the education community. Those involved were also invited to complete comment cards to provide additional feedback.

### Mobile Tour

Bright orange On the Move vehicles hit the road at more than 50 stops and traveled over 3,755 miles in the Northeast District. MoDOT representatives visited local community events and meetings, such as fairs and festivals, sporting events, diners, truck stops and convenience stores to survey citizens on big picture priorities and gather information on specific priority projects. Northeast District mobile tour stops included:

#### Adair County

- Kirksville Northeast Central Association of Realtors
- Kirksville Retired Teachers Association
- Kirksville Community Showcase Spring Fever



## NORTHEAST DISTRICT BY THE NUMBERS

60+ Listening Session

Participants

50+ Mobile Tour Stops

~390 Survey Responses

975+ Project-specific

Comments Received

- Chin & Chat, Kirksville

#### **Audrain County**

- Mexico Golden K Kiwanis, Jackson
- Mexico Zenith Aircraft Fly-In and Open House

#### **Clark County**

- Flying J Truck Stop, Wayland

#### **Knox County**

- Knox County Rotary, Edina Community Center
- Casey's General Store, Edina

#### **Lewis County**

- Canton Kiwanis
- Canton Country Market
- LaGrange Lions Club

#### **Lincoln County**

- Troy Garden Club
- Lincoln County School District
- Hawk Point Chamber
- Hawk Point VFW
- Chariots of Fire Bike Show, Moscow Mills
- Moscow Mills Rotary

#### **Macon County**

- Macon Area Chamber Meeting
- Macon Rotary
- Macon Women's Auxiliary
- Macon County Democratic Club
- Macon County Lion's Club
- Macon County Fair

#### **Marion County**

- Hannibal Evening Kiwanis, Comfort Inn
- Active Older Adults, Hannibal YMCA
- Hannibal Chamber
- Hannibal Jaycees
- Hannibal Listening Session, HLGU Partee Center
- Missouri Society of Professional Engineers
- Broughton Realty, Hannibal
- Cavemen Game, Hannibal
- Great Race, Hannibal



### **Monroe County**

- Monroe City Council
- See Real Estate, Monroe City

### **Montgomery County**

- Montgomery County Kiwanis

### **Pike County**

- Pike County Democratic Club, Louisiana
- Clarksville Chamber
- Shell Station

### **Ralls County**

- Picadilly Convenience Store, Center

### **Randolph County**

- Moberly Health Fair
- Moberly Community Fair

### **Schuyler County**

- Schuyler County Rotary

### **Scotland County**

- Scotland County Farm Bureau

### **Shelby County**

- Shelbina Knights of Columbus
- Shelby County Democratic Club
- Shelby County Economic Development Board
- Clarence Family Night
- Shelbina Lake

### **Warren County**

- Warren County Fun Festival
- Missouri City Clerks and Finance Officers Association, Innsbrook



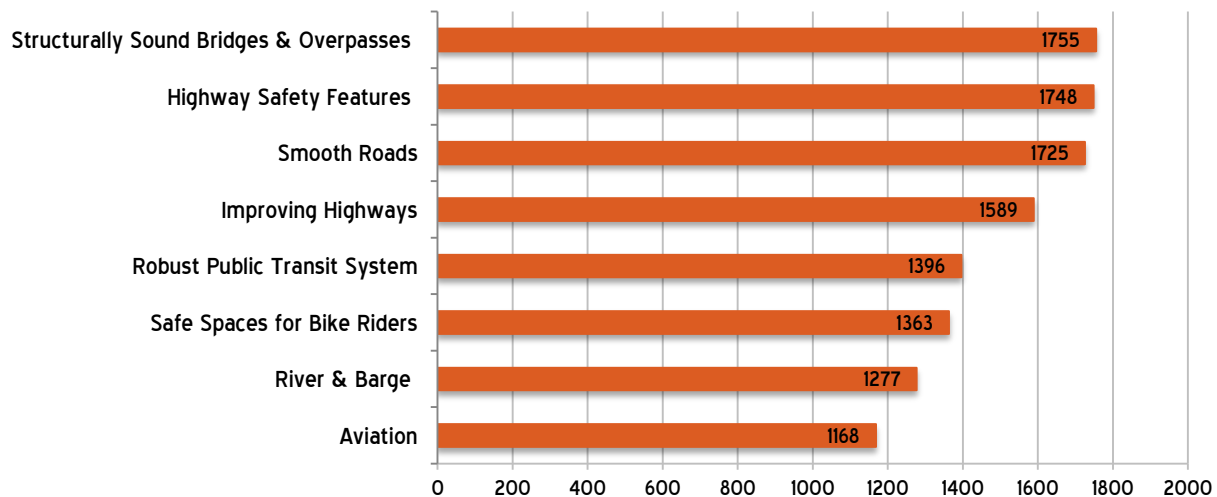
## Virtual Forums & Additional Feedback

Residents of the Northeast District were also encouraged to visit MoDOT's On the Move website to weigh in with their thoughts on transportation issues via a two question survey and project suggestion forms. Suggestions also came from MoDOT's general website, customer service phone line, discussions at open houses, through the Planning Framework process, local government discussions and many other ways.

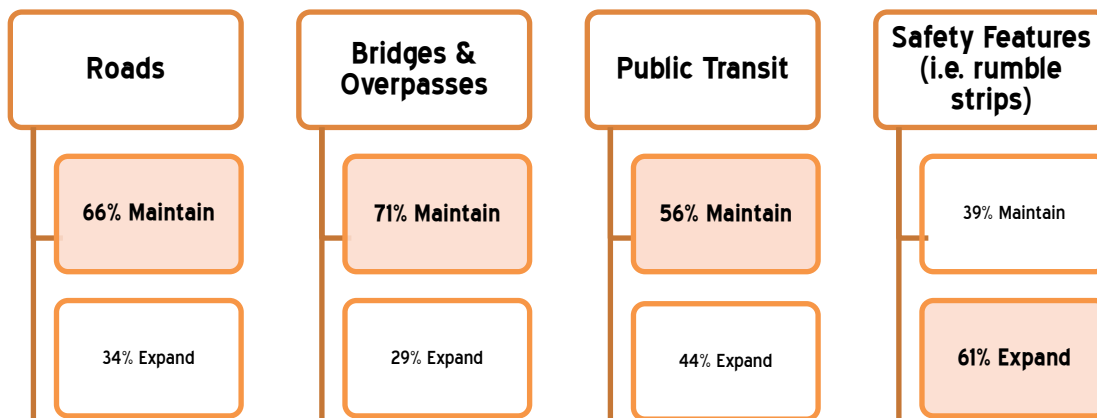
## What matters most to the Northeast District?

Northeast District participants were asked to rank the order of importance of major themes and big picture priorities MoDOT should consider as they developed a long term plan. The top three most important were structurally sound bridges and overpasses; highway safety features; and smooth roads. Following are summary results:

### Transportation Issues in the Northeast District



MoDOT also asked Northeast District participants whether it is more important to maintain the transportation system we have or whether it is more important to expand our transportation system. Below are the results:



Additionally, at the two Listening Session more than 60 participants were asked to consider top priorities and challenges to the state (and MoDOT) under two funding scenarios. The first scenario was based on the existing annual funding amount of \$1.4 billion and the second scenario included \$600 million in additional funds. Here is what Northeast District participants said:

### Maintenance of existing infrastructure and safety go hand in hand as a top priority.

- *"If you are looking at maintenance, you are looking at safety of citizens."*
- *"It would be nice to expand, but I think we still have to be realistic about the dollars. I would focus on maintenance to continue to improve on what we have, and public transit, including educating the public."*
- *"Maintain(ing) what we have is key. But we also need to take a look at the main arteries and look at the issue of security and safety, as well as commerce."*
- *"Maintenance is a big priority, but we also need to be smart and look for new opportunities such as a coalition that is willing to cost share."*
- *"Missing out on I-70 being safe - it is four feet in width less than what it should be and it is too old."*
- *"We need to begin to look at more safety improvements such as rumble strips and shoulders in general would be a good way to spend money."*



### Public transit is vital for citizens in this District.

- *"Public transit is the most important - OATS is the only system in the state with lifts for disabled people. The budget has been cut and that is cutting out an entire sector of the population. It needs more funding."*
- *"Some people couldn't be here tonight because they couldn't get here. Some OATS buses only go one day a week, or one day every other week. We need to keep transit in rural communities for economic growth."*



### Rural areas of the state do not have as many transportation opportunities as urban regions.

- *"Missouri is not proud of rural areas and they are neglected transportation wise."*
- *"There is no room for expansions without more money. It is hard to maintain what we have when costs are already so high so I believe the challenge is the system. We have talked about all the things we have, and it is clear that we do not have enough money to do what needs to be done adequately. We need to show priorities in NE Missouri - the rural communities don't have as many opportunities."*



- *"The lion's share of the funding normally is directed to I-70 and the southern portion of the state, so in the northern part of Missouri we miss out on most of the funding. We have good people here, too."*

#### Additional Thoughts from the Northeast District.

- *"I don't think it's even possible to sustain what we have with current funding unless someone invents something that allows you to maintain and build roads for half the cost, this scenario is impossible. I think they have to plan for this, but I don't think it is feasible. We won't be able to even maintain if we do not get an increase."*
- *"Overall, this is not a sustainable scenario. The system will collapse. Our needs outweigh revenue and prices keep going up while the purchasing power will go down over time."*
- *"Economic development should be the biggest focus and is currently a missed opportunity. We need to have certain products move faster and easier throughout the country."*
- *"I think the worst thing we can do is build more roads. Building new roads is like saying bigger pants solves the obesity problem. It can no longer be the solution to the problem."*
- *"From a practical standpoint, I would really like to see city and county funding increased so cities can have local control and invest the money where they know and see their biggest needs. You also have to catch up on the maintenance you are behind on before you focus on any additional upgrades."*



## Important Projects for the Northeast District

MoDOT also sought feedback from Missourians in the Northeast District about specific projects to include in Missouri's transportation future. Following is a summary of the results. See Appendix L for a listing of specific suggested projects:

### Bike/Pedestrian

#### The Big Picture

- Provide shoulders and bike lanes on rural routes.
- Upgrade sidewalks in smaller cities to improve mobility for residents.
- Consider bike/pedestrian elements on all projects and integrate bike/pedestrian elements as much as possible.

#### Specific Projects mentioned most frequently

- Statewide Bike Route System: provide wayfinding signs on all major national bike routes and add shoulders where possible.
- Provide shoulders on Route HH (Boundary St. in Kirksville) to accommodate increase in bike/pedestrian traffic from the FLATS trail. Also include Route P and sidewalks throughout town.
- Construct a bike lane on MO 47 in Warrenton from the ball fields to the city.

### Highways

#### The Big Picture

- Maintain existing roadway and highway system.
- Improve minor routes throughout the state.
- Increase shoulders and rumble strips on highways.

#### Specific Projects mentioned most frequently

- Improve I-70 to three lanes from Kansas City to St. Louis.
- Extend Route FF in Clark County to MO 81 (approx. 5 miles total).
- Provide a bypass around Hannibal to relieve congestion on US 61.

### Port

#### The Big Picture

- Add intermodal facilities at key locations statewide, possibly including major ports, rail and connections to the highway system. Would help connect bulk shipments to rails and short haul final destination delivery over the road.

### Rail

Comments were received on both passenger and freight rail service, with the majority of comments focusing on passenger rail.

#### The Big Picture-Passenger Rail

- Provide better passenger rail service across the state.
- Connect St. Louis to Hannibal to Des Moines or Chicago.

### **The Big Picture-Freight Rail**

- MoDOT should acquire and upgrade existing underutilized rails and industrial spurs, and then tie them into the existing highway and port system to increase economic development throughout the state.
- Initially provide freight rail access in every county with the possibility that the rail could be used for passenger service sometime in the future.

### **Specific Passenger Rail Projects mentioned most frequently**

- Provide north/south passenger rail service, possibly from West Plains to Kirksville along the U.S. 63 corridor.
- Consider an AMTRAK line between West Quincy and St. Louis (consider a doodlebug (small self-propelled mini-train)).

## **Aviation**

### **The Big Picture**

- Upgrades and improvements to district airports

## **Transit**

### **The Big Picture**

- Increase investment in public transit.
- Expand OATS.

### **Specific Projects mentioned most frequently**

- All specific transit project comments focused on OATS. The three county services mentioned most often in need of continuation and expansion are as follows:
  - Macon County
  - Lincoln County
  - Randolph County

# APPENDIX E: On the Move Engagement in the Northwest District

## Overview

In 2013, MoDOT embarked on an unprecedented comprehensive community engagement initiative called On the Move around the state, including the Northwest District. MoDOT representatives visited every county in the state to gather direction and insights from Missourians on major transportation issues and priorities.

Reaching out to Missourians to determine their thoughts and priorities about the state's transportation system is the right thing to do. As a responsible steward of taxpayer dollars, MoDOT needs to know what Missourians think of the current transportation system and what they expect in the future. That input has directly shaped the development of this long term transportation plan.

## Engagement Opportunities

MoDOT used three primary mechanisms to engage with citizens, stakeholders and policymakers regarding the future of the state's transportation system. Those mechanisms included a Mobile Tour, Listening Sessions and virtual forums. A description of each mechanism and a summary of the key themes are provided on the following pages.

### Listening Sessions

Two listening sessions took place in the Northwest District on April 9 and 11, 2013. More than 50 interested residents and stakeholders participated in discussions in Maryville at the Nodaway County Economic Development Corporation and in St. Joseph at Missouri Western University. Participants were diverse, representing planning partners, business interests, several modal choices, the education community and safety groups. Those involved were also invited to complete comment cards to provide additional feedback.

### Mobile Tour

Bright orange On the Move vehicles hit the road making nearly 40 stops and traveled over 4,153 miles in the Northwest District. MoDOT representatives visited local community events and meetings, such as civic group meetings, local officials meetings, diners, truck stops and convenience stores to survey citizens on big picture priorities and gather information on specific priority projects. Northwest District mobile tour stops included:

#### Andrew County

- Savannah Rotary Meeting
- Career Fair, Savannah



## NORTHWEST DISTRICT BY THE NUMBERS

50+ Listening Session

Participants

~40 Mobile Tour Stops

140+ Survey Responses

580+ Project-specific Comments

Received

- 102 River Bridge Public Meeting
- Andrew County Fair and Parade

#### **Atchison County**

- Fairfax Kiwanis Meeting

#### **Buchanan County**

- City of St. Joseph officials
- Work Zone Family Safety Event
- Missouri Gas Energy Grand Opening of Compressed Natural Gas Station
- HNTB Luncheon
- Ag Expo MPO Meeting
- Highway 36 Way of Genius Meeting
- St. Joseph Safety Council
- Apple Blossom Parade and BBQ Cookoff
- Better Block St. Joe
- I'm a Safe Driver Giveaway
- Northend Spring Festival & Parade, Krug Park
- Banker's Crossing Public Meeting
- Coleman Hawkins Jazz Festival

#### **Caldwell County**

- Highway 13 Coalition, Polo

#### **Carroll County**

- County Commissioners Meeting

#### **Chariton County**

- County Commissioners Meeting

#### **Daviess County**

- May Days Craft Show, Festival & Flea Market

#### **Dekalb/Clinton County**

- Cameron Economic Development Organization

#### **Gentry County**

- Albany Visits to truck stops

#### **Grundy County**

- North Central Missouri College Luncheon, Trenton
- Summer Fun Day, Crowder State Park

#### **Harrison County**

- Harrison County Commission
- Harrison Visits
- County Commissioners Association Quarterly Meeting

### **Holt County**

- Oregon and Mound City Visits

### **Linn County**

- Highway 36 Meeting, Marceline
- Linn County Commissioners Meeting
- New Boston Neighbors Meeting

### **Livingston County**

- Chillicothe Mudcats Game

### **Mercer County**

- Public Meeting, Princeton Library

### **Nodaway County**

- Quarterly Transportation Advisory Committee Meeting, Maryville

### **Putnam County**

- Putnam County Public Meeting

### **Sullivan County**

- Public Meeting, Milan C-2 School Cafeteria

### **Worth County**

- Public Meeting, Fairgrounds Community Building in Grant City

## **Virtual Forums & Additional Feedback**

Residents of the Northwest District were also encouraged to visit MoDOT's On the Move website to weigh in with their thoughts on transportation issues via a two-question survey and project suggestion forms. Suggestions also came from MoDOT's general website, customer service phone line, discussions at open houses, through the Planning Framework process, local government discussions and many other ways.

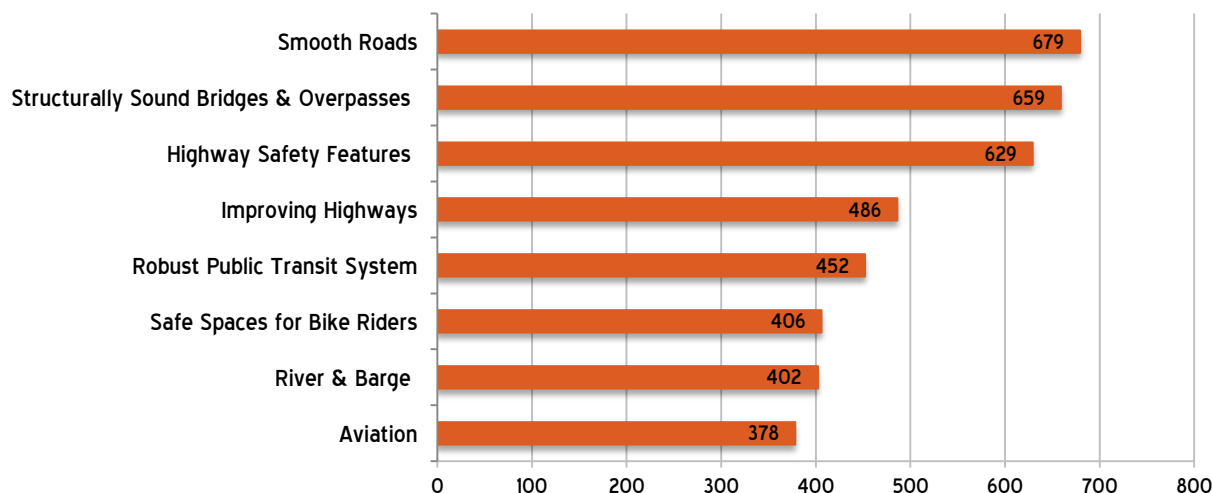




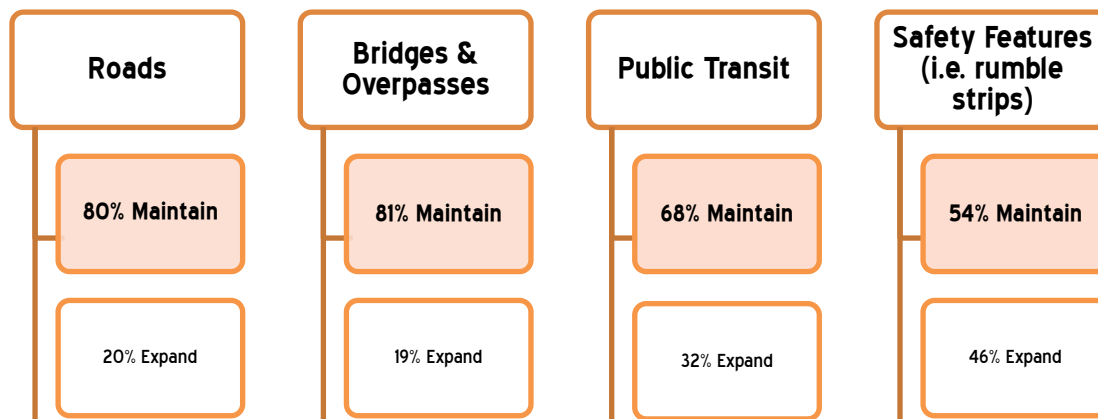
## What matters most to the Northwest District?

Northwest District participants were asked to rank the order of importance of major themes and big picture priorities that MoDOT should consider as they developed a long term plan. The top three most important were smooth roads, structurally sound bridges and overpasses; and highway safety features. Following are summary results:

### Transportation Issues in the Northwest District



MoDOT also asked Northwest District participants whether it is more important to maintain the transportation system we have or whether it is more important to expand our transportation system. Below are the results:



Additionally, at the two Listening Sessions more than 50 participants were asked to consider top priorities and challenges to the state (and MoDOT) under two funding scenarios. The first scenario was based on the existing annual funding amount of \$1.4 billion and the second scenario included \$600 million in additional funds. Here is what Northwest District participants said:

**Existing maintenance and the strategic selection of safety upgrades is the top priority.**

- "Maintaining what we have is the top priority. There are no alternatives for us. Unless you live right there in your city, the biggest bulk of Northwest Missourians all need a car. That's the reality. Not one railroad in this county. No freight rail, either."*

- *"Maintenance, as safety issues have arisen from neglect, such as bridge conditions. It would be a disaster for Missouri to have a high profile bridge collapse like Minnesota. We don't want to be a national story for decay."*
- *"We have to maintain decent roads in Northwest Missouri. I don't know that we have a lot of need for growth in this particular area, but we have a lot of need for upkeep and maintenance."*
- *"Priority has to go to things that are getting people to work. Maintaining the roads, transit, etc. are the things that get people to and from."*
- *"You still can't do everything. Maintenance still costs so much with increased costs for technology, fuel, etc."*

### Maintaining and improving rural and city/county roads is important to participants from the Northwest District.

- *"Farm to market routes, i.e., county roads and state maintained letter routes. Currently on these routes, there are lots of potholes and crumbling or no shoulders. These have received the least amount of maintenance in the last 20 years."*
- *"City and county roads. The struggle to keep funding in rural areas is very evident, and we are not able to keep up. I'm not sure what we'll be able to do over the next 20 years, as many residents are moving to rural areas and these roads are their main point of access."*
- *"Improving rural routes is my biggest priority. Most of my driving is on rural area roads. It's a testament to how mobile our communities have become. It's not a big hassle to hop into a car and go here or there."*
- *"My priorities are not just major highways, but also rural routes, minor routes. It's not just farmers. Buses, ambulances, etc. take minor roads and lettered routes to get to their destination. For smaller towns, these roads are what connect people and they are suffering."*
- *"All you can do is maintain county roads. Forget the upgrades."*



### Improving multimodal options (specifically transit options) and better connecting citizens throughout the District and the state is vital.

- *"Rural Americans understand we need transportation. They understand the value of OATS. In cities, there are so many options so they don't understand. We need to invest in transit."*
- *"In this area, we have 28 percent of our driving population as older drivers. The older they get, the more we need to push public transit (OATS)."*

- *"We need to encourage development trends so it is more transit oriented and create hubs instead of sprawling."*
- *"We're missing opportunities on the river. It could take so much travel off highways by shipping barges. You would save highways, and the fuel savings would be astronomical."*

### Additional Thoughts from the Northwest District

- *"We need to get big trucks off certain roadways, so less maintenance will be needed while improving safety at the same time. However, losing freight trucks would decrease economic development, so this is a trade-off."*
- *"Ninety five percent of money is going to one mode of transportation. We are constrained by state government and our legislature and it's unfair what the auto created society is doing."*
- *"A large part of the pie is eaten up by things such as resurfacing. We need to seek innovative ways such as a 50/50 program and cost-share with city/county."*
- *"The problem we have in this area is that we have a lot of farm to market routes. When you pave them, there's no support. You have to rebuild the whole road, not just do an overlay. It's never going to solve the problem. We will continue to do this until the roads go back to gravel. The equipment going over these roads is larger and heavier than ever these days, causing more wear and tear."*
- *"I think we'll have trouble maintaining what we have and bringing anything new in. If you can't get corporations in, the impact on economic development will be significant."*
- *"MoDOT needs to continue the learning process. You have to listen to contractors more on how to spend money efficiently. There are probably more things to learn for less money and more efficiently. They have to listen to people who can tell them how to do things better."*
- *"Six or seven years ago, everyone was against MoDOT. MoDOT has done good doing what they say and improving their PR. They have done what they promised, and there is much more integrity within the organization."*
- *"The challenge is getting the public to change their habits and way of thinking."*
- *"We need dedicated taxes instead of diverted funds. You can also take a toll on the interstate system, which would be well worth it to pay for a better road."*
- *"People will fight to maintain status quo. Some people will want to be more innovative and some will not."*
- *"We've already outgrown that concept of farm to market roads — but many of us have commuted all of our working lives and don't think a thing about it. Many drive 60 miles to their job. There is resentment from inner city to rural folks, thinking we are subsidizing urban city sprawl; but we are not. There are no suburbs here, but there are people who depend on each other and good highways to support one another."*

- *"We have a wonderful way to get south, but don't have a good way to go north, east and west. Preventing lost opportunities, that's what it's about."*
- *"Finishing corridors should be a priority for the state. We are all over the place. We would have more money to spend on minor routes if we improve economic development opportunities by finishing corridors."*
- *"The priorities should be to be more responsive to economic development opportunities and move freight more efficiently."*

## Important Projects for the Northwest District

MoDOT also sought feedback from Missourians in the Northwest District about specific projects to include in Missouri's transportation future. Following is a summary of the results. See Appendix L for a listing of specific suggested projects:

### Bike/Pedestrian

#### The Big Picture

- Consider bike/pedestrian elements on all projects and integrate bike/pedestrian elements as much as possible.
- Provide shoulders and bike lanes on rural routes.
- Upgrade sidewalks in smaller cities to improve mobility for residents.

#### Specific Projects mentioned most frequently

- Statewide Bike Route System: provide wayfinding signs on all major national bike routes and add shoulders where possible.
- Make streets walkable/livable in St. Joseph.

### Highways

#### The Big Picture

- Maintain existing roadway and highway system.
- Improve minor routes throughout the state.
- Increase shoulders and rumble strips on highways

#### Specific Projects mentioned most frequently

- Improve rural intersection markings, including improving night time marking of rural intersections where state routes meet local routes. Suggestions include lighting, brighter signs, more reflectors, better pavement markings and edge markers.
- Replace bridge on U.S Hwy 136 at Muddy Creek.
- Improve the interchange at I-29 and U.S. Hwy 169. Tight ramps and close cross roads leads to congestion along with nearby truck plazas and signals.

### Port

#### The Big Picture

- Expand barge system.
- Add intermodal facilities at key locations statewide. This could include major ports, rail and connections to the highway system. Would help connect bulk shipments to rails and short haul final destination delivery over the road.

## Rail

Comments were received on both passenger and freight rail service, with the majority of comments focusing on passenger rail.

### The Big Picture-Passenger Rail

- Improve passenger rail service across the state.

### The Big Picture-Freight Rail

- MoDOT should acquire and upgrade existing underutilized rails and industrial spurs, and then tie them into the existing highway and port system to increase economic development throughout the state.
- Initially provide freight rail access in every county with the possibility that the rail could be used for passenger service sometime in the future.

### Specific Passenger Rail Projects mentioned most frequently

- Add AMTRAK to St. Joseph from Kansas City.
- Connect St. Louis to KC to Omaha via rail.

## Aviation

### The Big Picture

- Upgrades and improvements to district airports

## Transit

### The Big Picture

- Increased investment in public transit.
- Funding to support OATS.
- Expand OATS.

# APPENDIX F: On the Move Engagement in the Southeast District



## Overview

In 2013, MoDOT embarked on an unprecedented comprehensive community engagement initiative called On the Move around the state, including the Southeast District. MoDOT representatives visited every county in the state to gather direction and insights from Missourians on major transportation issues and priorities.

Reaching out to Missourians to determine their thoughts and priorities about the state's transportation system is the right thing to do. As a responsible steward of taxpayer dollars, MoDOT needs to know what Missourians think of the current transportation system and what they expect in the future. That input has directly shaped the development of this long term transportation plan.



## Engagement Opportunities

MoDOT used three primary mechanisms to engage with citizens, stakeholders and policymakers regarding the future of the state's transportation system. Those mechanisms included a Mobile Tour, Listening Sessions and virtual forums. A description of each mechanism and a summary of the key themes are provided on the following pages.

### Listening Sessions

Two listening sessions took place in the Southeast District on February 19 and March 21, 2013. More than 70 interested residents and stakeholders participated in discussions at the Osage Centre in Cape Girardeau and at the Poplar Bluff Regional Medical Center in Poplar Bluff. Participants were diverse, representing planning partners, elected officials, business interests, several modal choices and the education community. Those involved were also invited to complete comment cards to provide additional feedback.

### Mobile Tour

Bright orange On the Move vehicles hit the road making more than 50 stops and traveled over 4,179 miles in the Southeast District. MoDOT representatives visited local community events and meetings, such as fairs and festivals, sporting events, diners, truck stops and convenience stores to survey citizens on big picture priorities and gather information on specific priority projects. Southeast District mobile tour stops included:

#### Butler County

- Poplar Bluff Airport
- Butler County Visits
- Parents Working Group, Community Resource Center

## SOUTHEAST DISTRICT BY THE NUMBERS

70+ Listening Session Participants

50+ Mobile Tour Stops

90+ Survey Responses

1,570+ Project-specific Comments

Received



#### **Bollinger County**

- Marble Hill Brownfields meeting
- Bollinger County Visit
- Law Enforcement Luncheon

#### **Cape Girardeau County**

- KSVS-12 TV 5k Run, Cape Girardeau
- Parks and Recreation Run/Walk, Cape Girardeau
- Cape Girardeau High School Track Meet
- Leadercast Event, Cape Girardeau
- Cape Girardeau City Council
- West Park Mall
- Great American Race, Cape Girardeau
- Concord Printing
- Fruitland Rest Area, Fruitland
- Farmer's Market, Jackson
- Nell Holcomb School Meeting
- Car Show, Jackson
- Southeast Missouri Port Authority
- Cutting Edge Salon

#### **Carter County**

- Van Buren Business Tour
- County Seat Visit

#### **Dunklin County**

- Dunklin County visit
- Malden City Hall

#### **Douglas County**

- Foxtrotter Spring Show, Ava

#### **Howell County**

- West Plains City Council and Administration
- Willow Springs City Council and Administration
- Blue Grass Festival
- Missouri State Highway Patrol

#### **Iron County**

- County Seat Visit
- Ironton Business Visit

#### **Madison County**

- Southeast Missouri Transportation Service, Fredericktown
- Castor River General Baptist Church

#### **Mississippi County**

- Dogwood Azalea Festival, Charleston
- Health Fair, Charleston

#### **New Madrid County**

- Southeast Missouri Electric Coop Meeting
- New Madrid County Farm Bureau
- Marston Welcome Center, Marston

#### **Oregon County**

- Wal-Mart

#### **Ozark County**

- Theodosia & Dawt Mill

#### **Perry County**

- Perryville Mayfest Car Show
- Perryville Youth Soccer Tournament
- Perryville, Altenburg and Frohna visits

#### **Pemiscot County**

- Pemiscot County Commission

#### **Reynolds County**

- County Seat Visit
- Ellington Business Tour

#### **Ripley County**

- Local Business, Doniphan

#### **Scott County**

- Scott City Council Meeting
- First General Baptist Church Meeting
- Scott County Commission
- Kelso Public Meeting
- Sikeston Airport
- Southeast Missouri Electric Meeting
- Sikeston Factory Outlet Car Show
- Southeast Missouri Port Authority

#### **Shannon County**

- Cross Country Trail Ride, Eminence
- Ozark Bluegrass Festival, Eminence
- Horse Trail Rides

#### **St. Francois County**

- Farmington Country Days

- City of Farmington
- Farmington Emerging Issues Meeting
- Farmington Chamber Meeting
- Law Enforcement Luncheon

#### **Ste. Genevieve County**

- St. Genevieve County Visit
- St. Genevieve EMS Services

#### **Stoddard County**

- Stoddard County Transit
- Stoddard County Farm Bureau
- Essex/Gray Ridge Lion's Club
- Dexter Rotary Club
- First Baptist Church, Dexter
- Parents Working Group, Dexter

#### **Texas County**

- City of Houston Officials
- Cabool Kiwanis Club
- Summersville Yard Sale

#### **Wayne County**

- Wayne County Officials

#### **Wright County**

- Wal-Mart

#### **Additional Stops**

- 100-Mile Yard Sale (multiple counties along Route 25)
- MFA
- Bootheel Regional Planning Commission meeting
- Bootheel Regional Planning Commission Transportation Advisory Committee
- Ozark Foothills Regional Planning Commission Meeting and Executive Meeting

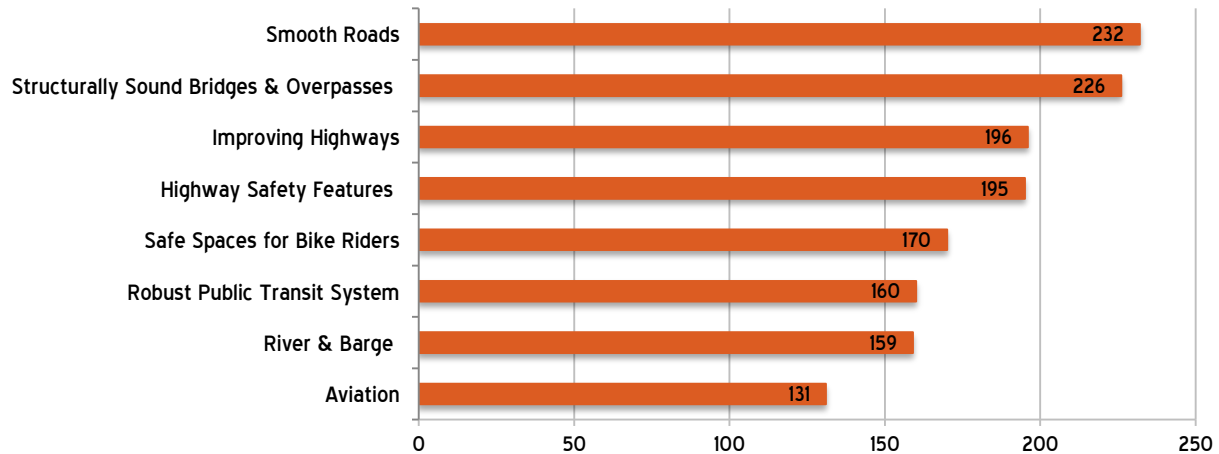
### **Virtual Forums & Additional Feedback**

Residents of the Southeast District were also encouraged to visit MoDOT's On the Move website to weigh in with their thoughts on transportation issues via a two-question survey and project suggestion forms. Suggestions also came from MoDOT's general website, customer service phone line, discussions at open houses, through the Planning Framework process, local government discussions and many other ways.

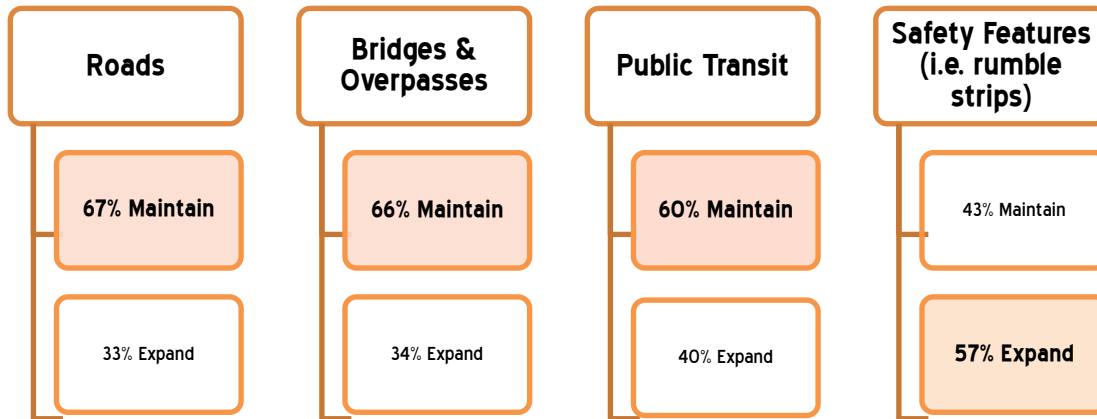
## What matters most to the Southeast District?

Southeast District participants were asked to rank the order of importance of major themes and big picture priorities MoDOT should consider as they developed a long term plan. The top four most important were smooth roads, structurally sound bridges and overpasses; improving highways and highway safety features. Following are summary results:

### Transportation Issues in the Southeast District



MoDOT also asked Southeast District participants whether it is more important to maintain the transportation system we have or whether it is more important to expand our transportation system. Below are the results.



Additionally, at the two Listening Sessions more than 70 participants were asked to consider top priorities and challenges to the state (and MoDOT) under two funding scenarios. The first scenario was based on the existing annual funding amount of \$1.4 billion and the second scenario included \$600 million in additional funds. Here is what Southeast District participants said:

## Maintaining existing infrastructure is top priority.

- *"Infrastructure maintenance is most important, but we need an east-west transportation gateway to help us draw in more businesses and bring people to our area."*
- *"Maintenance has to increase. Don't patch it, fix it. We need to increase our focus on maintenance just to focus on what we have, before it gets to a point of no return."*
- *"Traffic is going to continue to grow. We have to accept more congestion and more accidents and move more to maintenance."*
- *"I think rumble strips are so important; they've saved me. I can't say how many times I've seen an 18-wheeler go over a rumble strip."*
- *"Shoulders and striping are two of the most important aspects of maintenance."*
- *"Two lane highways, lettered roads. Need to do something. Safety improvements to those roads. May not need to four lane them."*



## Economic development opportunities are needed in this District, and there are concerns that without adequate transportation investment, opportunities will be lost.

- *"Transportation is a catalyst for economic development. By failing to invest in additional transportation, you miss out on economic opportunity. Revenue from the expanded economic development of transportation is never given back directly to transportation, and it should be-except for funding to municipalities. Cities are better positioned to use sales tax to generate local transportation revenue."*
- *"System expansion will bring economic development. (The) region is losing factories (and) jobs."*
- *"We need more economic development. We've got to have jobs there to tax the people."*



## Additional Thoughts from the Southeast District.

- *"Current path is a recipe for disaster."*
- *"We don't have a county bus line. We don't have a transit system to St. Louis from where we are."*

- *"Start doing what is highest priority. We recognize it's difficult to prioritize, but we think most people understand that the money has to be spread out and that urban areas have more population and therefore, more things to be addressed."*
- *"You may take strain off all of the other pieces of the pie if we increase the multimodal section."*
- *"We need to address this funding issue once every 20 years. Go for the big money now, and then don't come back to us for 20 years."*
- *"People are concerned, and some are angry about highway funding and the MoDOT layoffs, but I think MoDOT is definitely listening."*



## Important Projects for the Southeast District

MoDOT also sought feedback from Missourians in the Southeast District about specific projects to include in Missouri's transportation future. Following is a summary of the results. See Appendix L for a listing of specific suggested projects:

### Bike/Pedestrian

#### The Big Picture

- Consider bike/pedestrian elements on all projects and integrate bike/pedestrian elements as much as possible.
- Upgrade sidewalks in smaller cities to improve mobility for residents.
- Provide shoulders and bike lanes on rural routes.

#### Specific Projects mentioned most frequently

- Statewide Bike Route System: provide wayfinding signs on all major national bike routes and add shoulders where possible.
- Construct sidewalks in the Southeast District cities and towns including Scott City, Malden, Poplar Bluff, Bloomfield, Farmington, Cape Girardeau.



## Highways

### The Big Picture

- Maintain existing roadway and highway system.
- Improve minor routes throughout the state.
- Increase shoulders and rumble strips on highways.
- Expand corridors to facilitate economic development.
- Improve deficient bridges throughout the state.

### Specific Projects mentioned most frequently

- Four-lane US 67 from Poplar Bluff to Arkansas.
- Four-lane 412 from Kennett to Arkansas.
- Four-lane Route 63 from West Plains to Arkansas.
- Replace one lane bridges throughout the District.
- Add shoulders to minor routes, such as Route 142 from Doniphan to Thayer, Route 17 corridor and Route 72 from Fredericktown to Ironton, Route F in St. Francois County and Route W from Route 177 south to LaSalle in Cape Girardeau.

## Port

### The Big Picture

- Enhance rail and roadway connections at river ports.

## Rail

Comments were received on both passenger and freight rail service, with the majority of comments focusing on passenger rail.

### The Big Picture

- Provide better access to passenger rail service across the state.
- Improve railroad crossings.
- Make good connections between rail, highways and ports. Upgrade short line rail and service road to New Bourbon Port.

## Aviation

### The Big Picture

- Increase airport runways to accommodate commercial flights.
- Increase system improvement funding for aviation safety and advance weather guidance systems.
- Improve airport runways to enhance economic development.

### Specific Aviation Projects mentioned most frequently

- Improve airport ties from MO 8 to US 67.
- Improve the Farmington airport runway.

## Transit

### The Big Picture

- Increased investment in public transit.
- Expand OATS, SMTS and city and county transit services throughout the region.

# APPENDIX G:

## On the Move

### Engagement in the Southwest District

#### Overview

In 2013, MoDOT embarked on an unprecedented comprehensive community engagement initiative called On the Move around the state, including the Southwest District. MoDOT representatives visited every county in the state to gather direction and insights from Missourians on major transportation issues and priorities.

Reaching out to Missourians to determine their thoughts and priorities about the state's transportation system is the right thing to do. As a responsible steward of taxpayer dollars, MoDOT needs to know what Missourians think of the current transportation system and what they expect in the future. That input has directly shaped the development of this long term transportation plan.

#### Engagement Opportunities

MoDOT used three primary mechanisms to engage with citizens, stakeholders and policymakers regarding the future of the state's transportation system. Those mechanisms included a Mobile Tour, Listening Sessions and virtual forums. A description of each mechanism and a summary of the key themes are provided on the following pages.

#### Listening Sessions

Two listening sessions took place in the Southwest District on March 5 and March 7, 2013. Nearly 75 interested residents and stakeholders participated in discussions at the Joplin School District Administrative Building in Joplin and the Springfield-Branson National Airport in Springfield. Participants were diverse, representing planning partners, elected officials, business interests, several modal choices, the education community and minority groups. Those involved were also invited to complete comment cards to provide additional feedback.

#### Mobile Tour

Bright orange On the Move vehicles hit the road making more than 40 stops and traveled 2,963 miles in the Southwest District. MoDOT representatives visited local community events and meetings, such as fairs and festivals, sporting events, diners, truck stops and convenience stores to survey citizens on big picture priorities and gather information on specific priority projects. Southwest District mobile tour stops included:



#### SOUTHWEST DISTRICT BY THE NUMBERS

75 Listening Session

Participants

40+ Mobile Tour Stops

260+ Survey Responses

1,800+ Project-specific

Comments Received

#### **Barry County**

- Shell Knob Chamber Home and Business Expo
- Monett Senior Center

#### **Barton County**

- County Commission Meeting
- Lamar Business District

#### **Bates County**

- Adrian City Council Meeting
- Butler City Council Meeting
- Butler Square

#### **Benton County**

- 4H/FFA Fair, Lincoln

#### **Cedar County**

- El Dorado Springs Optimist Club

#### **Christian County**

- Nixa Sucker Day

#### **Dade County**

- Greenfield Business District

#### **Dallas County**

- Buffalo Business Expo

#### **Greene County**

- Farm Bureau
- Leadership Missouri
- Minorities in Business, Springfield
- Springfield Downtown "Bikes and Brews" Festival
- Springfield Transit Station Bus Riders
- Southwest District Multimodal Forum
- Springfield Arts Fest

#### **Henry County**

- Windsor First Baptist Church, Adult Sunday School Groups
- Clinton Olde Glory Days
- Windsor Chamber of Commerce

#### **Hickory County**

- Pomme de Terre Chamber of Commerce, Hermitage

#### **Jasper County**

- Joplin area retired state employees group
- Joplin Transit Bus Riders



- Joplin Third Thursday

#### **Lawrence County**

- Mount Vernon Bluegrass & BBQ Festival

#### **McDonald**

- Farm Bureau Meeting
- Relay for Life, Pineville Square

#### **Newton**

- Neosho Music Fest

#### **Polk**

- Bolivar Farmers Market

#### **St. Clair County**

- Osceola Chamber

#### **Stone County**

- Kimberling City/Table Rock Lake Chamber
- County Commission Meeting

#### **Taney County**

- Plumb Nellie Days, Branson
- County Commission Meeting

#### **Vernon**

- Business District, Nevada

#### **Webster County**

- Marshfield Cherry Blossom Festival

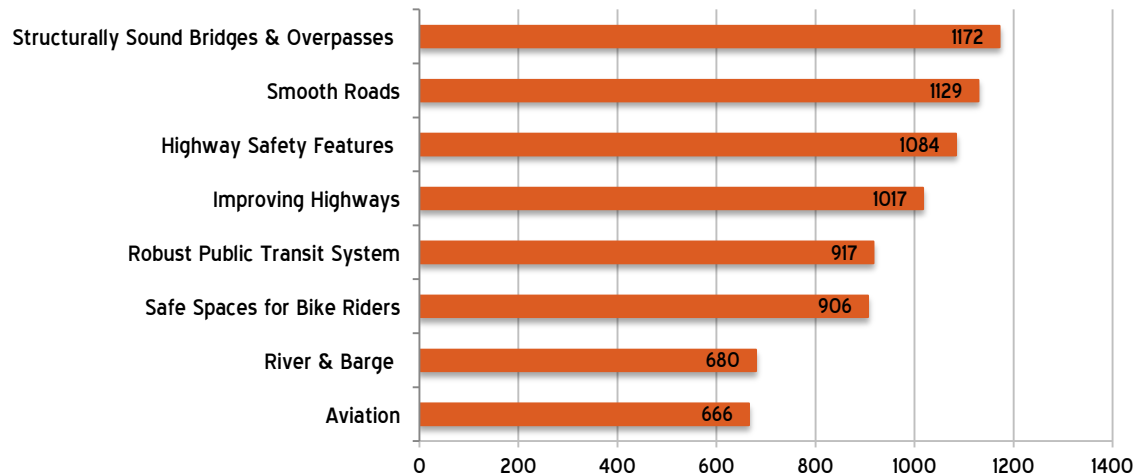
### **Virtual Forums & Additional Feedback**

Residents of the Southwest District were also encouraged to visit MoDOT's On the Move website to weigh in with their thoughts on transportation issues via a two-question survey and project suggestion forms. Suggestions also came from MoDOT's general website, customer service phone line, discussions at open houses, through the Planning Framework process, local government discussions and many other ways.

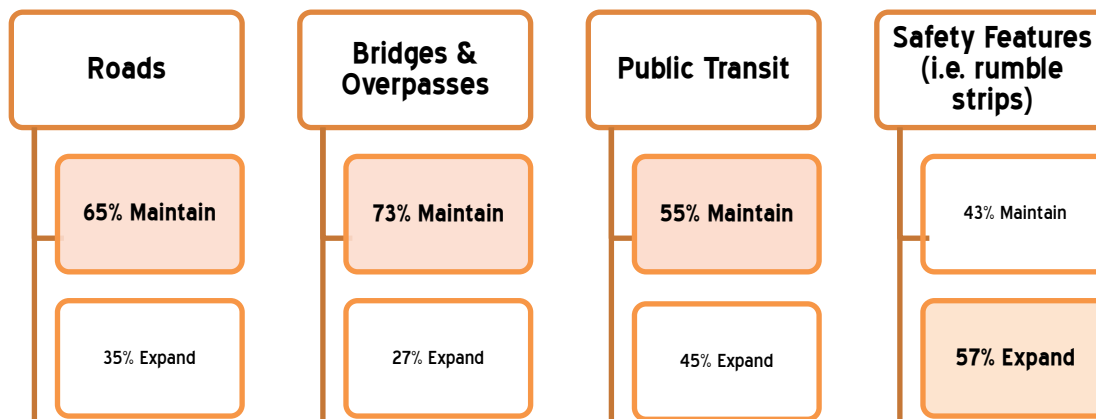
## What matters most to the Southwest District?

Southwest District participants were asked to rank the order of importance of major themes and big picture priorities MoDOT should consider as they developed a long term plan. The top three most important were structurally sound bridges and overpasses; smooth roads; and highway safety features. Following are summary results:

### Transportation Issues in the Southwest District



MoDOT also asked Southwest District participants whether it is more important to maintain the transportation system we have or whether it is more important to expand our transportation system. Below are the results:



Additionally, at the two Listening Sessions 75 participants were asked to consider top priorities and challenges to the state (and MoDOT) under two funding scenarios. The first scenario was based on the existing annual funding amount of \$1.4 billion and the second scenario included \$600 million in additional funds. Here is what Southwest District participants said:

## Existing maintenance efforts are critical.

- *"Being a motor carrier, maintaining the core system that we have is critical not only from a smooth passage of freight through the state but the safety. If you have choppy roads and have trucks weaving in and out, you have more traffic moving around which creates safety issues. Maintenance at the top of the heap."*
- *"Trying to change behavior is great, but the system will still deteriorate, so you have to go with maintenance."*
- *"I don't know how you can go away from maintenance. That's a capital investment that you've already paid for, and if you don't maintain it, there is never going to be enough money to rebuild it. If you don't maintain it, all of the other things that come with strong transportation are going to deteriorate it."*
- *"We should look at foregoing future expansion rather than letting roads fall apart. Forgoing future expansion will not set us back. We can add bells and whistles later."*
- *"Keep what we have in good shape."*
- *"The lettered roads in our rural community need repair badly. They are deteriorating on the edges and this creates an unsafe surface. If a person happens to get their wheels on the edge of these roads, you can be pulled off the road and there are no shoulders. Thus the danger."*



## Multimodal options, specifically rural public transit, is important to Southwest District citizens.

- *"Free up congestion on regional roadways with light rail to help Missourians get around the state. Upgrades will help to drive innovative developments to roadways."*
- *"Public transit, it helps a lot of people on a daily basis, and that number is going to continue to grow. There are other benefits in the form of good for the environment. But it affects lives on a daily basis and improves the community."*
- *"Multimodal should be a bigger piece of the pie for public transportation. Public transit is very high demand, as Generation X and Generation Y are demanding it."*
- *"Multimodal, focusing on public transit – the state's cost of supporting transit has gone down quite a bit and is not as good as other states. The state spends more on Amtrak than on public transit. Multimodal will never be in the place where they'll get half, but to shut them out is not right. If you open a sales tax up and don't include multimodal, that's not right."*



- *"Public transit - people are getting older, and older rely on it more. The aging population can't drive. There is no public transit in the Ozarks."*
- *"We need to continue to look at barge traffic and other less expensive modes of transportation."*
- *"Missouri has always been able to compete because of our access to different modes of transportation. If we don't maintain all our modes, neighboring states are going to work to take those economic drivers."*
- *"If (we) are being realistic about the needs of our roadways, we need to focus on upgrades. Multimodal is something that needs to be strongly considered to set us up for success in the future, to get people off of the roads."*



### Funding for county roads and city streets is vital.

- *"More of the upgrade funding should go to cities and counties to let those decisions be made on a local basis."*
- *"More allocation back to regional government"*
- *"Shared cost opportunities with local municipalities should be explored."*
- *"Local government needs more funding and support to maintain the local system."*
- *"Local control of dollars would also be a good way to ensure use of funds by Missouri communities."*
- *"Seeing across the state all the improvements that have been made - Interstate 44 maintenance, etc. - we will see the percentage with what MoDOT does with cities and counties is going to be more. This means more burden on local governments"*



### Additional Thoughts from the Southwest District

- *"We have capacity issues throughout the state, and as much as we would like to encourage people to use other modes, our region is married to our cars, trucks and SUVs. We must pay heed to that and expand the system accordingly."*

- *"We need to do everything with cost efficiency in mind and do a better job in spending money."*
- *"If you think back to how bad the roads were before MoDOT's effort, you can see what happens quickly with deterioration. If we are now talking about a 200 percent increase, spending a little bit every year to maintain rather than letting it deteriorate becomes immensely more difficult."*
- *"There is a need for more mowing."*
- *"I appreciate what MoDOT has done in improvements, but there is a tremendous strain on the interstates. You don't have enough in this scenario to even maintain."*
- *"The roads need to be better marked. Put the noise strips along the side of the roads on more roads."*
- *"Example of failed multimodal is the OTO (Ozarks Transportation Organization) effort to push for carpooling didn't make much of a dent. A lot of Springfield rural areas have residents who commute, but many of the fixed routes would not appropriately address their needs."*
- *"We need to shed ourselves of highways to nowhere. There are far too many. Perhaps that means getting away from the farm to market pledge."*
- *"Two foot shoulders and rumble strips are good."*



## Important Projects for the Southwest District

MoDOT also sought feedback from Missourians in the Southwest District about specific projects to include in Missouri's transportation future. Following is a summary of the results. See Appendix L for a listing of specific suggested projects:

### Bike/Pedestrian

#### The Big Picture

- Upgrade sidewalks in smaller cities to improve mobility for residents.
- Consider bike/pedestrian elements on all projects and integrate bike/pedestrian elements as much as possible.
- Provide more walkable solutions for a complete transportation system in the Ozarks.

#### Specific Projects mentioned most frequently

- Statewide Bike Route System: provide wayfinding signs on all major national bike routes and add shoulders where possible.
- Provide bicycle lanes to create a safer system for bicyclists and alleviate vehicular traffic/congestion in Springfield and Joplin.
- Provide bicycle accommodations on various roadways in the Nevada area.
- Frisco Highline Trail overpass on Route 13 in Bolivar.
- Construct more sidewalks on Rangeline Road., Main Street, 20th Street, 7th Street and 4th Street in Joplin.

### Highways

#### The Big Picture

- Improve minor routes throughout the state.
- Maintain existing roadway and highway system.
- Increase shoulders and rumble strips on highways.

#### Specific Projects mentioned most frequently

- Improve I-44 (include widening, interchange ramps and bridges).
- Construct a second interchange on I-44 at Marshfield.
- Reduce congestion at Route 160 and Republic Road.

### Port

- No specific comments were submitted regarding port projects.

### Rail

Comments were received on both passenger and freight rail service, with the majority of comments focusing on passenger rail.

#### The Big Picture-Passenger Rail

- Improve passenger rail service across the state.

#### The Big Picture-Freight Rail

- Fix at-grade crossings across the District.
- Initially provide freight rail access in every county with the possibility that the rail could be used for passenger service sometime in the future.

### **Specific Passenger Rail Projects mentioned most frequently**

- Provide rail transportation from Springfield to Branson.
- Provide light-rail service in Springfield.
- Provide rail service from Springfield to Joplin to Tulsa.

## **Aviation**

### **The Big Picture**

- Continue to improve access to Regional Airports.
- Provide better air service in Joplin.

## **Transit**

### **The Big Picture**

- Increase investment in public transit.
- Expand OATS.
- Extend the times and day's bus service is provided and offer more bicycle accommodations on buses.

### **Specific Transit Projects mentioned most frequently**

- Expand city bus routes in Springfield.
- More frequent trolley/bus stops (every 30 minutes) in Joplin.
- Add routes to the Joplin trolley/bus system to Webb City, Carthage and other directions.

# APPENDIX H:

## On the Move

### Engagement in the St. Louis District

#### Overview

In 2013, MoDOT embarked on an unprecedented comprehensive community engagement initiative called On the Move around the state, including the St. Louis District. MoDOT representatives visited every county in the state to gather direction and insights from Missourians on major transportation issues and priorities.

Reaching out to Missourians to determine their thoughts and priorities about the state's transportation system is the right thing to do. As a responsible steward of taxpayer dollars, MoDOT needs to know what Missourians think of the current transportation system and what they expect in the future. That input has directly shaped the development of this long term transportation plan.

#### Engagement Opportunities

MoDOT used three primary mechanisms to engage with citizens, stakeholders and policymakers regarding the future of the state's transportation system. Those mechanisms included a Mobile Tour, Listening Sessions and virtual forums. A description of each mechanism and a summary of the key themes are provided on the following pages.

#### Listening Sessions

Three listening sessions took place in the St. Louis District on February 28, 2013. Nearly 100 interested residents and stakeholders participated in discussions at the St. Louis Regional Chamber in St. Louis, St. Charles Convention Center in St. Charles and UniGroup headquarters in Fenton. Participants were diverse, representing planning partners, elected officials, business interests, several modal choices, the education community and minority groups. Those involved were also invited to complete comment cards to provide additional feedback.

#### Mobile Tour

Bright orange On the Move vehicles hit the road making nearly 40 stops and traveled over 2,495 miles in the St. Louis District. MoDOT representatives visited local community events and meetings, such as fairs and festivals, sporting events, diners, truck stops and convenience stores to survey citizens on big picture priorities and gather information on specific priority projects. St. Louis District mobile tour stops included:

##### Franklin County

- Sunset on the Riverfront
- Franklin County Summer Swim team (parents)
- Pacific Car Show



#### ST. LOUIS DISTRICT BY THE NUMBERS

~ 100 Listening Session

Participants

~40 Mobile Tour Stops

2,400+ Survey Responses

600+ Project-specific

Comments Received



### Jefferson County

- Driving Out Hunger, Festus Airport
- Kimmswick Strawberry Festival
- Jefferson County Pachyderm

### St. Charles County

- Tartan Days, St. Charles
- Evening Flats Ride (Bike Trail), St. Charles
- Katy Trail

### St. Louis City

- Earth Day, Forest Park
- Cinco de Mayo Festival, Cherokee Street Neighborhood
- Kiener Plaza
- Annie Malone Community Fair, Downtown St. Louis
- Missouri River Bridge Tour
- Soulard Farmer's Market
- South City Prep Enrollment Fair
- Busch Stadium Plaza/Cardinals Team Store

### St. Louis County

- Valley of Flowers, Florissant
- Ferguson Farmers Market
- St. Louis Supplier Diversity Council Expo
- Macy's Safety Fair, Bridgeton
- St. Louis County Library (Moline Area Neighborhood)
- Pumps & Pistons, Chesterfield
- BIG Truck Day
- Manchester Church Choir Dinner
- St. Louis Chapter of the Conference of Minority Transportation Officials, Scholarship Dinner
- Bridgeton Kiwanis
- City Administrators Meeting, Creve Coeur
- St. Paul Lutheran Boy Scouts (parents)
- Progress 64 West
- St. Louis Development Corporation
- St. Louis Safety Coalition Partners
- Great Rivers Greenway
- Kirkwood Train Station
- North County Festival

### Additional Stops

- Career Construction High
- ABATE Motorcycle Club





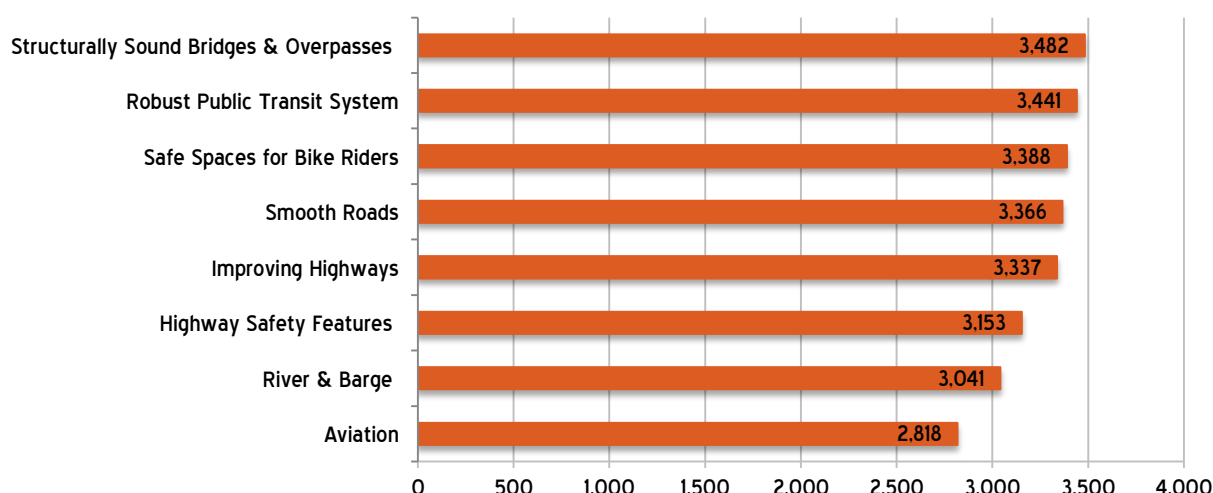
## Virtual Forums & Additional Feedback

Residents of the St. Louis District were also encouraged to visit MoDOT's On the Move website to weigh in with their thoughts on transportation issues via a two-question survey and project suggestion forms. Suggestions have also come from MoDOT's general website, customer service phone line, discussions at open houses, through the Planning Framework process, local government discussions and many other ways.

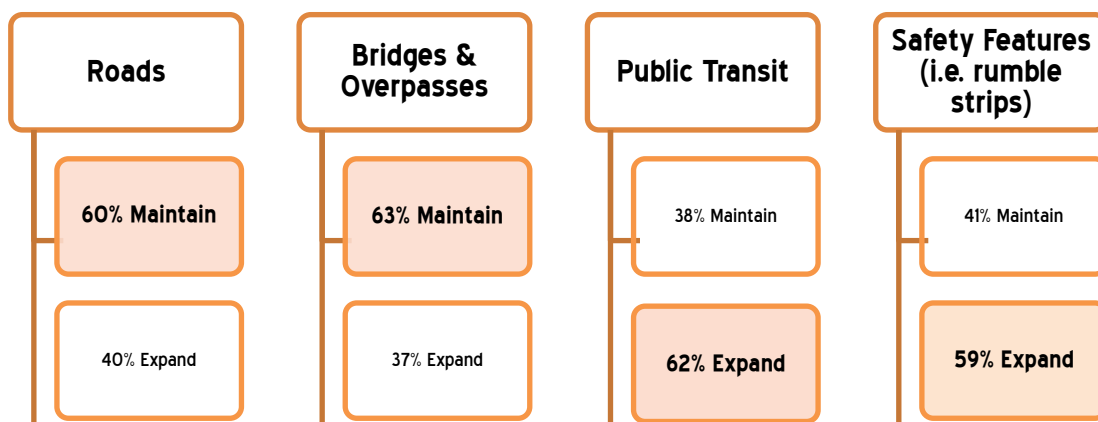
## What matters most to the St. Louis District?

St. Louis District participants were asked to rank the order of importance of major themes and big picture priorities that MoDOT should consider as they developed a long term plan. The two top most important were structurally sound bridges and overpasses and a robust public transit system. Following are summary results:

Transportation Issues in the St. Louis District



MoDOT also asked St. Louis District participants whether it is more important to maintain the transportation system we have or whether it is more important to expand our transportation system. Below are the results:



Additionally, at the two Listening Sessions nearly 100 participants were asked to consider top priorities and challenges to the state (and MoDOT) under two funding scenarios. The first scenario was based on the existing annual funding amount of \$1.4 billion and the second scenario included \$600 million in additional funds. Here is what St. Louis District participants said:

### Existing maintenance is a top priority, along with upgrades to major thoroughfares.

- *"Needs and wants are not the same thing. Need maintenance, want upgrades and multimodal."*
- *"Already have all the roads we need, maintain what we have especially bridges, expansion is not necessary."*
- *"Highway 70 between STL and KC is dangerous. Connects two biggest cities and it needs to be upgraded. Link between two cities is vital."*

### Focused transportation strategies are needed to be economically competitive with other states and regions.

- *"Invest more in modern transit systems in general. It leads to huge economic returns."*
- *"The economic development aspect of highway upgrades makes it extremely important. (Interstate) 70 is one of the busiest roadways in the country, and adding a lane would add additional economic opportunities throughout the state, including construction opportunities."*
- *"Like building homes, improving our state's transportation infrastructure creates jobs and grows our economy".*



### Increase support of multimodal transportation to improve local and regional connections and reduce stress on roadways.

- *"Fix up MetroLink, make a connector route to South County, West County and make it more accessible, eliminate people on roadways, less people on the roadways = less traffic = less maintenance".*
- *"Rail system from St. Louis to KC. If you improve (Interstate)70, you could put light rail in."*
- *"Multimodal upgrades will help to reduce congestion off roads and help to assist elderly and low income populations"*
- *"The trains from St. Louis and KC. It would be nice to have more direct train routes to different cities. Developing an app with alerts of accidents, delays"*

### Additional Thoughts from the St. Louis District.

- *"Highway system is overbuilt. We have the 7th largest system, but not a state that big. Overbuilt road and bridge system."*

- *"Big expensive road projects are from another era."*
- *"Interstates and state highway system has more of an impact on commerce than local roads."*
- *"MoDOT poisons local walkability and bicycling, despite promises"*
- *"Paint costs nothing - can put a bike lane (in) easily."*
- *"Paradigm shift from the region. It's a different way to do business. Roads are ready to go on project, but multi-modal doesn't have funds ready. So people more likely to jump straight to roads."*
- *"They (highways and roadways) are part of the fabric of our community. State is doing slightly better at making them less intrusive and blending esthetically. Behind other states in this area and impression to visitors is not good. Visitors and businesses not impressed with system. Department is not in tune to tourism and attracting business."*
- *"Need to attract a younger work force. Younger people are interested in transit."*
- *"St. Louis does not seem well-planned. It seems to have just happened when it comes to transportation. Have to buy certain areas to expand multi-modal. Look ahead to the future for multi-modal."*
- *"Change out the restrictions on spending the money. STL metro only gets 250K a year net, ridiculously low. St. Clair county gets \$16 million a year. Illinois has dedicated funding"*
- *"In last 10 years, MoDOT has been better about getting public opinion. Hurdle that has been crossed, but don't go back."*



## Important Projects for the St. Louis District

MoDOT also sought feedback from Missourians in the St. Louis District about specific projects to include in Missouri's transportation future. Following is a summary of the results. See Appendix L for a listing of specific suggested projects:

### Bike/Pedestrian

#### The Big Picture

- Consider bike/pedestrian elements on all projects and integrate bike/pedestrian elements as much as possible.
- Provide shoulders and bike lanes on rural routes.
- Upgrade sidewalks in smaller cities to improve mobility for residents.
- Continue to improve and provide bike/pedestrian friendly greenways.

#### Specific Projects mentioned most frequently

- Statewide Bike Route System - provide wayfinding signs on all major national bike routes and add shoulders where possible.
- Improve walkability of Grand Avenue at I-64 intersection with traffic calming two-lane reduction.

### Highways

#### The Big Picture

- Maintain existing roadway and highway system.
- Provide more four-lane highways all over the state.
- Improve Missouri's bridges.
- Increase shoulders and rumble strips on highways.

#### Specific Projects mentioned most frequently

- Improve and invest in I-44 and I-70.

### Port

#### The Big Picture

- Enhance connectivity of ports to roadways.
- Upgrades and improvements to district ports

### Rail

Comments were received on both passenger and freight rail service, with the majority of comments focusing on passenger rail.

#### The Big Picture-Passenger Rail

- Provide better passenger rail service across the state.

#### The Big Picture-Freight Rail

- Initially provide freight rail access in every county, with the possibility that the rail could be used for passenger service sometime in the future.
- MoDOT should acquire and upgrade existing underutilized rails and industrial spurs, and then tie them into the existing highway and port system to increase economic development throughout the state.

### **Specific Passenger Rail Projects mentioned most frequently**

- Expand Metrolink to the north, south and west. Include many cities in the St. Louis area such as DeSoto, Festus, St. Charles County, Wentzville, Eureka and Warrenton
- Build a high speed rail option in the median of I-70 with stops in Kansas City, Columbia and St. Louis.
- Provide passenger rail service to the Springfield area, upgrade the rails parallel to I-44 and run service from St. Louis to Springfield and possibly beyond

## **Aviation**

### **The Big Picture**

- Improve connections from existing district airports to roadways.
- Make better accommodations for international freight

## **Transit**

### **The Big Picture**

- Increase investment in public transit.
- Provide more transit options for St. Louis area.

### **Specific Transit Projects mentioned most frequently**

- Expand OATS.
- Add streetcars, particularly in downtown St. Louis, for transportation purposes and tourism; add 7+ mile streetcar line to Central West End.
- Connect rail services to transit systems in Kansas City and St. Louis.

# APPENDIX I:

## Economic Impact Case Studies

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Transportation projects can play a significant role in spurring economic activity. In order to demonstrate that this can and does occur in Missouri's economy, what follows are eight case studies outlining significant transportation investments in the state, and the jobs and business improvements that came as a result.

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The case studies that follow were conducted on the following projects:

- I-70 and Blue Ridge Parkway in Independence
- Highway 370 in St. Louis
- James River Freeway in Springfield
- East 32<sup>nd</sup> St in Joplin
- Riverside Road in St. Joseph
- The Port at New Madrid
- Grindstone Parkway in Columbia
- Avenue of the Saints in Bowling Green

**I-70 Interchange at Little Blue Parkway - Independence, Mo.**



## Description

The project consisted of a new interchange on I-70 at the Little Blue Parkway, as well as widening of the Parkway from 40 Highway in the south to 39th Street in the north. The interchange provided access to developable land along the Little Blue Parkway.

## Location

Southeastern corner of Independence, MO, just east of the I-70/I-470 junction.

## Total Cost

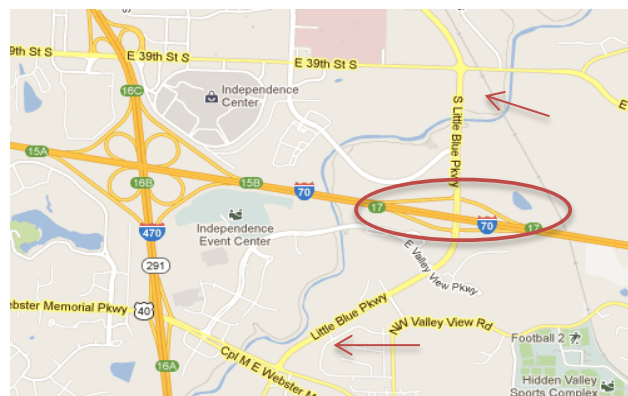
\$8.6 million

## Open date

2001

## Jobs Created

1,182



## Background

Independence, Missouri is a satellite city of Kansas City, Missouri and has a population of just fewer than 120,000. The Little Blue Parkway is a four-lane roadway that curves along the Little Blue River from south to north on the eastern third of the city. Today, it connects with US Highway 40, Interstate 70 and Missouri Highway 78, but fifteen years ago that wasn't the case. At that time, extending and expanding the Little Blue Parkway had simply been a decades-long goal in Independence. The process finally started in 2001 with the new Little Blue Parkway interchange at Interstate 70 and the expansion of the Parkway north to 39th Street and south to U.S. 40.

## Project Impact

The interchange and expansion opened up acres of previously undeveloped land to new growth, which progressed rapidly after the project completion. Job growth was 8.7 percent between 2000 and 2010 in the area immediately surrounding the project. This is in stark contrast to the area along I-70 just west of the project, where similar improvements were not made and growth decreased by 12.2 percent.

## Office Towers

In 2001, the 96,460 sq. ft. Landmark Office Building was completed at the northwest corner of the new interchange. By 2004, this first Class A structure was fully leased. Current primary tenants in the building are the Philadelphia Insurance Company and the University of Phoenix.

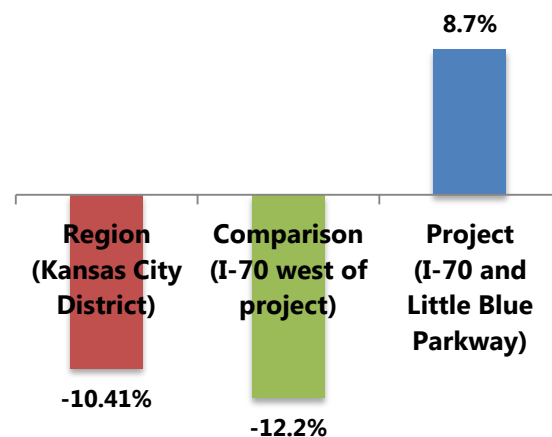
The following year construction began on another large, Class A office building on the other side of I-70. The 116,000 sq. ft. Blue Ridge Bank and Trust Building headquarters opened in 2004. The bank's website credits the new location with allowing the bank to expand its physical space and provide customers with an accessible location in Independence. According to the bank's president, William Esry, "We would not be here without the I-70 interchange."

## Better Hospitals

In 2007, Centerpoint Medical Center opened a brand new campus at 39th Street and Little Blue Parkway. It is currently the city's third largest employer with more than 1,600

	Region	Comparison*	Project
Jobs in 2000	422,055	16,096	13,555
Jobs in 2010	376,613	14,138	14,737
Total Job Gain	-45,442	-1,958	1,182

### Total Job Growth: 2000 to 2010



employees. Centerpoint replaced two older Independence hospitals, the Medical Center of Independence and Independence Regional Medical Center. But going from two hospitals to one did not mean fewer jobs and healthcare services; in 2007 the hospital's CEO told the Kansas City Business Journal, "We're anticipating a 25 percent incremental growth in our active medical center staff compared to what we've had historically."

The old Independence Regional Medical Center has not sat idle. In 2010 it was transformed into the Independence Regional Ennovation Center, a business incubator. There are currently more than 25 culinary businesses operating in the space, the Employee Health Clinic for the Independence School District and a Fort-Lauderdale-based bio-tech company that created 18 quality new jobs when it started.

The undeveloped southeast corner of the interchange provided a location for the expansion of Children's Mercy Hospital into Independence in October 2012. The new hospital will meet the rising demand for medical services by children in the area who previously had to travel to the hospital's Kansas City location. Children's Mercy East employs 100 staff members, not including the physicians who work out of the hospital. "We want to have geographical access to all of the families and the children that we serve," Children's Mercy COO Jo Stueve told the Examiner.

### Opportunity for Local Business

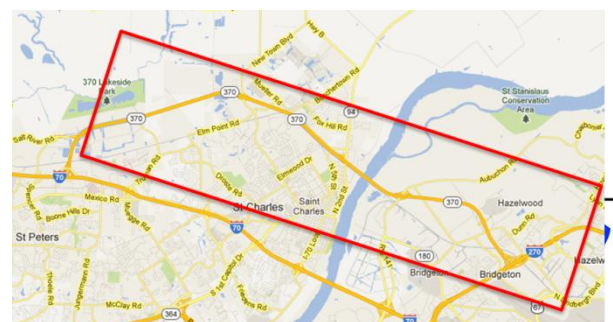
The prime location and development activity has also fostered the growth of several local businesses. Even before the new children's hospital was built, the traffic coming from the interchange drew the attention of the Corner Café, a popular Kansas City restaurant. Corner Café opened its new location at what is now the entrance to Children's Mercy on Little Blue Parkway in 2008 and locals report the restaurant regularly draws a crowd. Physical Therapy, located on Selsa Road across the Little Blue Parkway from Centerpoint Hospital, is a company started in 2008 by Missouri resident Travis Neff. "We've experienced unbelievable growth," Neff told the Kansas City Business Journal in 2010, adding that he expects to continue hiring as business grows. The location saw so much business that it doubled its original size in 2009 with a 3,000 sq. ft. expansion.

### Continued Development

Next to the Landmark building is the Hartman Heritage Center, built in 2001, which includes the Hartman Conference Center inside the Hilton Garden Inn, a number of restaurants including a Buffalo Wild Wings Grill and the Pavilions Shopping Plaza. Current retail businesses in the Plaza include David's Bridal, Bed Bath and Beyond, a Jenny Craig weight loss center, Edward Jones financial services, an optical center, Wells Fargo Bank and more. In the Centerpoint Business Park across from the hospital on Selsa Road, Progressive Rail Service created 35 new jobs when it began operations. Numerous hotels have been built on all sides of the interchange to accommodate visitors to Independence. A Holiday Inn Express in the area explicitly boasts its "great location" as "close to everything situated off I-70". Accompanying each hotel are a number of restaurants including a local Mexican restaurant chain, a Japanese steakhouse, coffee shops and a variety of fast food restaurants.

The Independence Events Center, which opened in November of 2009, relies on the interchange to get attendees in and out of the center efficiently. This 7,000-capacity arena is the home to the Missouri Mavericks of the Central Hockey League and the Missouri Comets of the Major Indoor Soccer League and is used for over 100 events ranging from concerts to trade shows to festivals each year. Mike Young, general manager at the Events Center, said that access to and visibility from I-70 were prominent reasons for selection of the location.

## Highway 370 - St. Louis, Mo.



## SUMMARY

The project constructed a new 6-lane freeway through portions of St. Charles and St. Louis Counties. The corridor is 12 miles long, crosses the Missouri River, has eight interchanges that provide access to adjacent properties and connect with other regional thoroughfares.

## Location

Eastern St. Charles and northwest St. Louis Counties.

## Cost

\$172.1 million

## Open date

1996

## Jobs Created

8,816



## Overview

Metropolitan St. Louis is home to nearly 3 million people and features an extensive transportation network that supports regional connectivity and commerce. Highway 370 is one of the area's newest freeway corridors; spanning the Missouri River and connecting heavily populated St. Charles and St. Louis counties. The facility opened in 1996 and was envisioned to provide additional linkage between population centers and to open up acres of undeveloped land to new economic growth. After construction of the corridor, development progressed rapidly and a large number of jobs were created. The project area experienced a 14.4 percent increase in jobs between 1996 and 2010, compared to an eight percent increase in the remaining areas of St. Charles and St. Louis counties. Many individuals have remarked that MoDOT's highway investment has been an economic catalyst for the area.

## New Development

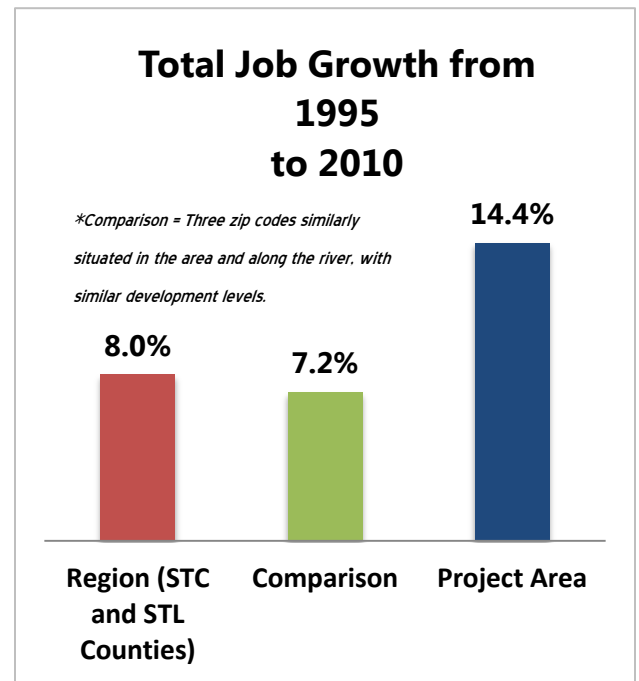
- The Highway 370 corridor has supported a variety of developments since its completion, ranging from office buildings and industrial parks, to restaurants, neighborhoods and a regional shopping mall. The corridor's western section is booming with industry, anchored by the Elm Point Business Park and Fountain Lakes Commerce Center. Elm Point landed a prominent tenant in 1998 when Coca-Cola relocated a bottling facility due to limited space at their previous location. Floyd Sweeney, chairman of the commercial real estate firm Sweeney-Finn, told the St. Louis Business Journal "the confluence of 370 and 70 was a factor. According to Coke's logistics people, the proximity to the major highways is a significant issue."
- In spring of 2007, a rapidly expanding aviation component manufacturer moved into Fountain Lakes Business Park. LMI Aerospace relocated its corporate team and half its manufacturing operations from a location on Mueller Road, which also lies within the Highway 370 footprint. This move allowed LMI to convert existing office floor space for

	Region	Comparison*	Project
Jobs year before completion (1995)	637,936	55,208	61,089
Job growth through 2010	689,238	59,174	69,905
Total Job Gain	51,302	3,966	8,816
Percent Growth	8.0%	7.2%	14.4%

manufacturing purposes and establish a training center. The company employs approximately 900 people at the two locations along the corridor.

- Immediately south of these industrial centers, near the Elm Street interchange, there are several restaurants, gas stations and professional offices together with a Holiday Inn Express Hotel and Suites, recently added in 2008. A Walgreens pharmacy can also be found at this location. These amenities serve area employees throughout the day as well as residents living both north and south of Highway 370.
- Industrial developments have flourished on eastern sections of Highway 370. Just across the Missouri River in St. Louis County, Corporate Woods and Park 370 are both swarming with industry. Companies want to locate at Park 370 because of good truck access and proximity to major highways, and local officials note without MoDOT's highway investment these ongoing industrial opportunities would likely not present themselves.
- Adjacent to these industrial centers is the St. Louis Outlet Mall - a premier regional shopping attraction. Formerly known as St. Louis Mills, this retail center boasts 1.2 million square feet of space and features a wide range of factory stores and restaurants including Nike, Starbucks, Banana Republic, Sears and Longhorn Steakhouse. In spring of 2007, renowned outfitter Cabela's opened a 130,000 square foot sporting goods store in the mall's southeast corner. A variety of entertainment options are also available including the Ice Zone skating rink, which also serves as official practice facility for the St. Louis Blues professional hockey team, NASCAR SpeedPark, a race-themed amusement park and the Regal 18 Cinemas with IMAX.

Without question, the construction of Highway 370 created significant economic opportunities for St. Charles and St. Louis counties. Although the vast majority of companies that have located along the corridor already had a presence in greater St. Louis, many if not all chose to relocate along Highway 370 because of space constraints at previous facilities prevented them from expanding. MoDOT's investment in Highway 370 provided access to large undeveloped areas and creating more industrial space for companies to expand and create jobs.



## James River Freeway - Springfield

### PROJECT

The James River Freeway was a completely new corridor on the south end of Springfield. The Freeway is 14 miles long with nine interchanges that provide access to important north-south thoroughfares and new developments in southern Springfield.

### Location

The corridor spans the entire southern end of Springfield between U.S. Route 65 in the east and Interstate 44 in the west.

### Cost

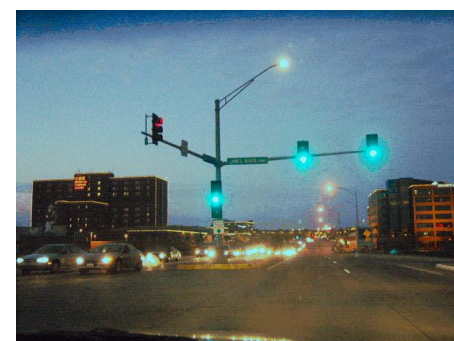
\$56 Million

### Open date

1996

### Jobs Created

11,691



### Overview

Springfield is the third largest city in Missouri with a population of 160,000, and has experienced exceptional economic growth for several years. Before the James River Freeway was built, however, there was no highway in the southern end of the city to accommodate extensive growth there. The highway was built to provide both a means to cross southern Springfield quickly, and to provide improved access to growing economic activity in the area. The combination of access to existing hot

spots, like the Medical Mile, and access to developable land contributed to the creation of nearly 12,000 jobs in the project area since the Freeway's completion.

### Project Impacts

"The James River Freeway has exploded in the last several years," the Springfield Business Journal declared in 2002. Since completion, the James River Freeway has opened up huge tracts of land to new development. From a large number of new office parks and buildings to extensive commercial and retail development to new space for expanded healthcare facilities, southern Springfield has experienced incredible physical development and economic growth. "Without the James River Freeway, Springfield would not have had the extent of economic growth that we have," reports Rob Dixon of the Springfield Chamber of Commerce.

### Corporate Office Operations

- One of the earliest development projects of the James River Freeway Corridor was the construction of a 150,000 sq. ft. bank operations center at the Campbell Avenue interchange in 1977, just one year after the project completion. Designed to support more than 1,000 new workers, the building was constructed for Firstcard, a bank and credit card company that was eventually purchased by Bank One, who then merged JP Morgan Chase in 2004. The building was eventually expanded and now hosts more than 1,300 workers, making it the largest Chase Card Services customer service center in the United States.

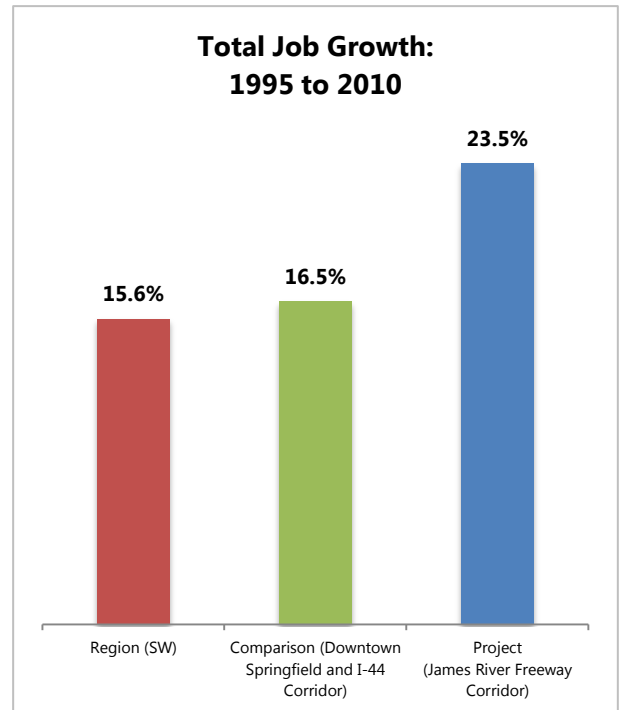


- In 1998 telecom giant MCI, which was already an important Springfield employer, took advantage of the development opportunity along the new freeway to build a larger and more modern call center and back-office operations facility. Located in the Primrose Business Park between the Glenstone and National Avenue interchanges, the building won a national award for its unique design. When MCI left Springfield in 2006, their new building did not stay vacant for long – within a month SunRocket, an internet-based phone company, leased the building and offered employment to all 400 former MCI workers. When SunRocket closed a year later, Teletech, a Colorado-based technology and customer experience firm, found an ideal location for their expanding company. The firm is now one of the area's largest employers, tripling the 400 workers originally in the space to more than 1,200 employees today. Smaller companies have also made use of the area: Sunrise Service Associates, a business services company that opened in 1998 employs 140 workers and Wyndham Vacation Ownership, which opened in 2009, employs another 200.

	Region	Comparison*	Project
Jobs in 1995	278,645	47,250	49,781
Jobs in 2010	322,069	54,342	61,472
Total Job Gain	43,424	7,092	11,691
Percent Growth	15.6%	15.0%	23.5%

## Prime Real Estate

- Office spaces of all size were in huge demand soon after the Freeway was open, and real estate developers responded. In 2003 alone, the Republic Road corridor saw over 150,000 square feet of commercial property development. The Primrose/Fremont area, where the MCI/Teletech building is located, started seeing smaller office construction in the late 1990s, including a Merrill Lynch branch office and the Primrose Office Plaza, which is home to consulting firms, financial services companies and health care providers. The list of office plazas in these areas and others along the James River Freeway is long: French Quarter Plaza, National Park Plaza, Twin Oaks Office Park, Quail Creek Village, Tuscany Court and Corporate Village are only a few. According to the developer of Corporate Village, a 25,000 square foot office and retail complex, he chose the site along Republic Road because of its visibility from the James River Freeway.
- The residential real estate market also expanded in the southern end of Springfield, which Rob Dixon of the Springfield Chamber of Commerce maintains would not have occurred without the Freeway. The combined growth of the residential population and commercial activity resulted in innovative developments to accommodate both, such as Chesterfield Village, a planned community just off the Kansas City Expressway and James River Freeway. It was designed as a mixed-use development where residents had easy access to local businesses and currently houses the Palace Theater, a number of restaurants and several professional offices.



## Medical Mile Expansions

- Starting in the late 1990s, the Springfield medical community experienced rapid growth and quickly migrated toward the James River Freeway to expand. National Avenue, long known as the "Medical Mile" because of the proliferation of hospitals and healthcare services, saw increases in the already-expansive healthcare real estate. St. John's hospital, on the northern end of the Mile, completed a new 360,000 square foot patient tower in 2008. CoxHealth made extensive use of



developable land by building a new surgery center at its Walnut Lawn campus, located less than a mile from the Freeway, and completing an expanded emergency department at Cox South, located immediately off the James River Freeway's National Avenue Interchange.

- The area has also attracted new players in the healthcare scene. In 2008 Select Specialty Hospital, a long-term acute care hospital owned by Pennsylvania-based Select Medical Corp. opened two blocks from the James River Freeway's intersection with National Avenue, in the heart of the Medical Mile. The Springfield medical community welcomed Select Specialty's arrival because the hospital fills an important niche by focusing exclusively on acute care that lasts for longer than 25 days. Select Specialty employs 150 medical service professionals.

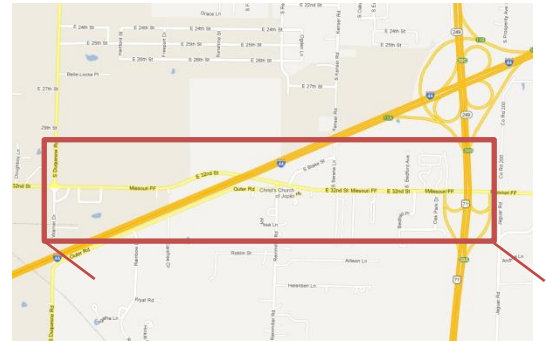
## Commercial Growth

- The increased business and medical development created a demand for hotel space, and since the project was finished in 1996, more than a dozen hotels have been built along the corridor. In 2001 John Q. Hammons, a developer of high-end hotels in the Springfield area, constructed a Residence Inn along Kingsley Avenue, just steps from the National Avenue interchange. Soon after construction he told the Springfield Business Journal that he chose the location because of the proximity to the James River Freeway, the Medical Mile and the extensive development that had been occurring. "Within a two-mile radius there, there's a lot going on," Hammons said. "I'm very careful about where I put hotels."
- In response to more residents and more visitors to the area, retail and restaurant development also took off. Recent additions to the Campbell Road interchange include a Sam's Club in 2008, a Wal-Mart Neighborhood Market and a 16-screen cinema and the flagship branch of the Springfield-Greene County Library District. Academy Sports, a Texas-based company, opened its second Missouri store next to Sam's Club in the James River Commons in 2011. Representatives at Ashley Furniture cited the high traffic on the James River Freeway as the primary draw to their Independence Avenue location, which opened in 2007. Glenstone Avenue near the Freeway is another area that has exploded with growth, where the largest retailers include Wal-Mart, Home Depot, Target, Lowe's, Kohl's and an array of restaurants.

## East32<sup>nd</sup> Street (Missouri Route FF) - Joplin

### SUMMARY

The project widened a two-mile stretch of Missouri Route FF through southeast Joplin to four-lanes and constructed a new interchange with Interstate 49. These improvements have improved mobility and provided better connectivity with Interstate 49 – both of which have encouraged economic development.



### Location

Joplin is located in southwest Missouri near the junction of Interstates 44 and 49. The project is located on Joplin's southeast side.

### Cost

\$4.0 million - interchange

\$4.3 million - four-lane roadway

### Open date

1995 - interchange

1998 - four-lane roadway

### Jobs Created

9,857



### Background

The City of Joplin is a major population center located in southwest Missouri. Home to over 50,000 people and considered a regional employment hub, Joplin is also a historic waypoint along old "Route 66". In 2011, the City was devastated by a powerful tornado resulting in over 160 deaths and 900 injuries. In addition to tragic human casualties, the Joplin Area Chamber of Commerce has reported 553 businesses were destroyed or badly damaged by the storm. Community leaders have consequently made economic development and job growth a priority in the storm's wake and many believe transportation investments will play a significant role in the recovery process.

For an example of how transportation can support economic development, community leaders need look no further than the southern part of their own city and the 32<sup>nd</sup> Street corridor that extends across Joplin's south side. From 1995 to 1998, MoDOT expanded the two-mile stretch from Dequesne and Jaguar Roads from two-lanes to four-lanes and constructed an interchange with Highway 71 (now Interstate 49). In addition to providing better connectivity between south Joplin and Interstate 49, these projects encouraged economic development by providing surrounding areas with interstate access and a roadway better equipped to handle higher traffic volumes and heavy trucks.

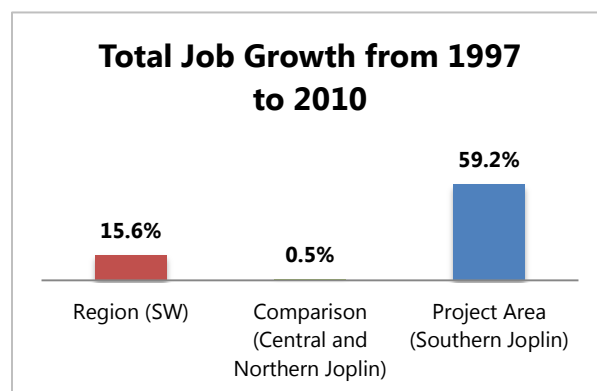
Development progressed rapidly following the construction and a large number of jobs were quickly created in the area. In fact, the project area experienced a staggering 59.2 percent increase in jobs between 1997 and 2010, compared to a 0.5 percent increase in remaining portions of Joplin. Many have candidly remarked that MoDOT's investment on 32<sup>nd</sup> Street has been an economic catalyst for the area and will likely continue to stimulate future growth opportunities.

## The Impacts

- The west side of the corridor has seen considerable economic activity and over the past 15 years several businesses have located just east of the busy Duquesne Road intersection. Notable retail anchors include Crossroads Chevrolet-Cadillac, Southside Antique Mall and Powersports of Joplin.
- A variety of medical offices can also now be found in the area, including a physical therapy clinic, dental office and home care services provider. Further east, and adjacent to Interstate 49, is the Flying J Travel Plaza, which opened shortly after MoDOT constructed the new interchange. Local economic development officials stated the company would not have chosen this location without the interchange.
- Construction of the new interchange also helped establish the Crossroad's Business and Distribution Park, located just east of the new junction and north of the 32nd Street corridor. This industrial center has been a magnet for new and expanding businesses and currently employs approximately 800 people at several companies - many of which have a regional and national client base.
- In 2006, Frito Lay constructed a \$4.4 million distribution center that brought 65 jobs to the area. This facility distributes products to retail outlets within a 120 mile radius, and according to the Joplin Globe, company executives noted the ability to access several highways as a major factor in deciding to build at this location.
- In 2012, the Crossroad's landed another national brand when Coca-Cola announced plans to construct a regional distribution hub. This new and expanded facility will replace an existing smaller facility in town and is part of a larger effort by the company to consolidate operations from Aurora, MO and Fort Scott, KS into a single Joplin-based operation. Kevin Shea, a vice president for field operations with Coca-Cola, advised the Joplin Globe "the center's work force will grow from 55 to 100 employees through consolidation of company operations."
- The latest addition to the Crossroads is the \$85 million Blue Buffalo pet food manufacturing plant and distribution center. This facility is scheduled to open in spring of 2013 and is expected to create 150 jobs. A principal reason Blue Buffalo chose the location in Joplin was that the city's location meant shorter supply chains for ingredients - however, Joplin's attitude and the inspiring manner in which residents responded after the destructive 2011 tornado also weighed heavily on the company's decision-making process. Bill Bishop, founder and CEO of Blue Buffalo, told the Joplin Globe "we value the attitude in Joplin" and "you are the kind of people we want to work with."

MoDOT's investments along 32<sup>nd</sup> Street have undoubtedly had positive impacts on the Joplin community. These improvements connected south Joplin with Interstate 49 and provided access to large undeveloped areas. They have provided the necessary support to encourage economic growth and spur job creation and will continue to do so as the city moves forward with its storm-related economic recovery efforts.

	Region	Comparison*	Project
Jobs in 1997	278,645	22,215	16,648
Jobs in 2010	322,069	22,326	26,505
Total Job Gain	43,424	111	9,857
Percent Growth	15.6%	0.5%	59.2%



## Riverside Road (Missouri Route AC) - St. Joseph

### SUMMARY

Riverside Road (Missouri Route AC) is a key thoroughfare supporting various industries on St. Joseph's east side, including healthcare, commercial, manufacturing and distribution.

### Location

Extended Riverside Road (Route AC) with two miles of new roadway from Pickett Road south to US Highway 169 in St. Joseph.

### Cost

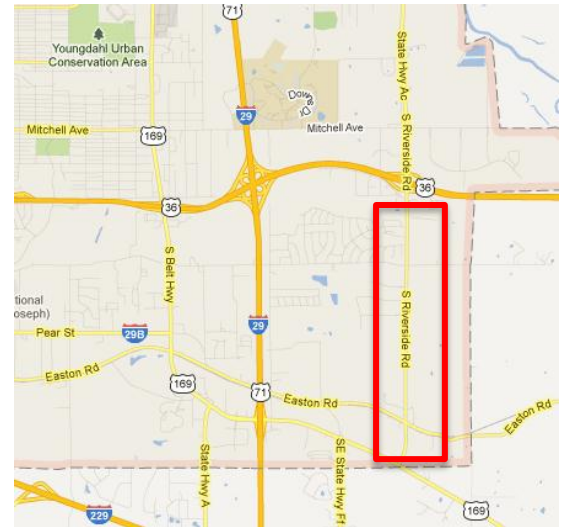
\$11.2 million

### Open date

2007

### Jobs Created

538



### Background

Located on the banks of the Missouri River, St. Joseph is home to over 77,000 people. Originally the starting point of the Pony Express, linking mail service from points east to the Great Plains and California, the City has since evolved into an economic hub just north of Metropolitan Kansas City.

The Riverside corridor is home to the successful Mitchell Woods Business Park, located near its junction with US Highway 36.

This industrial center employs over 2,000 people and includes companies such as Bayer Animal Health, Hillshire Brands (Sara Lee Foods), Clipper Distributing and USA800, an award-winning provider of call center services that was named a "Top 50" fastest growing area business by the *Kansas City Business Journal*. Another major regional employer, Altec Industries, also has a significant presence just south of the US Highway 36 junction. The company employs 906 people, according to the Chamber of Commerce in 2012.

In the early 2000s, community leaders recognized that the corridor was nearing capacity and decided that another business park was needed to attract new industry and provide existing businesses a place to grow and expand. Officials identified a 350-acre tract of land suitable for industrial development; however, it lacked suitable roadway access. To solve this issue, the City of St. Joseph, in partnership with the Chamber of Commerce and MoDOT, secured a Federal earmark to finance the extension of Riverside Road from Pickett Road south to US Highway 169. The facility, which opened in 2007, was constructed as a two-lane roadway with shoulders and included turning lanes at major intersections to facilitate safe and efficient flow of truck and other vehicle traffic.

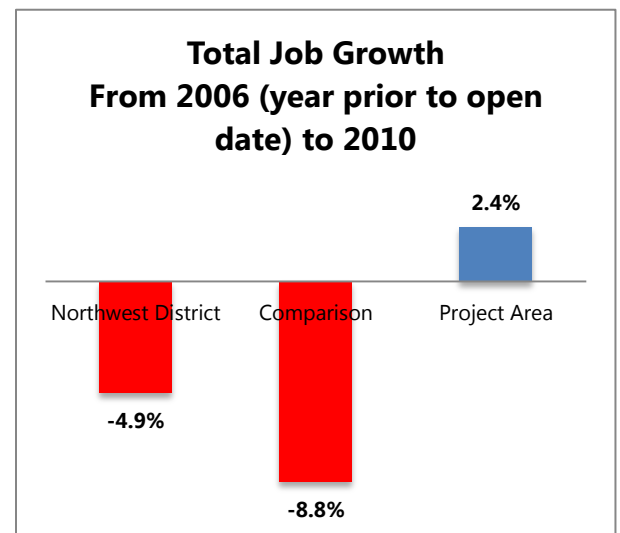
### The Impacts

- Without question, the Riverside Road project is a key economic and industrial corridor benefitting greater St. Joseph. The area surrounding this thoroughfare experienced moderate job growth of 2.4 percent between 2006 and 2010.

compared to negative job growth in comparison zip codes and the Northwest District in general.

- The extension of Riverside Road allowed the community to open Eastowne Business Park, its newest industrial center. In 2012, the City's fifth largest employer, Boehringer Ingelheim Vetmedica Incorporated, became Eastowne's first tenant by announcing plans to construct a new 250,000 square-foot warehouse.
- Boehringer is a German-based animal pharmaceutical company and part of a significant veterinary medical industry cluster in greater St. Joseph. The new warehouse consolidates packaging and distribution operations in Fort Dodge, Iowa, and two other locations in St. Joseph (one on Gene Field Road and the other in Mitchell Woods). *The St. Joseph News-Press* has reported the warehouse expansion will create 25 new logistics jobs and retain 60 more. Space freed up at Boehringer's Gene Field campus will be used to expand research and manufacturing operations and is expected to produce more than 80 jobs by 2015.
- R. Patt Lilly, President and CEO of the St. Joseph Metro Chamber and Economic Development Council described the Riverside Road extension as "a key component to St. Joseph's ability to develop a 350 acre agricultural tract of land into a state-of-the-art business park." According to Mr. Lilly, "Without the new business park, St. Joseph likely would have lost the 250,000-square-foot consolidated packaging and distribution center currently being built by one of St. Joseph's largest animal health companies, Boehringer Ingelheim Vetmedica, Inc. Boehringer was strongly considering the placement of this \$30 million facility at its Fort Dodge, Iowa, facility, which would have resulted in 60 jobs being transferred from Missouri to Iowa. Instead, the project will generate over 100 new jobs within BIVI at its headquarters location of St. Joseph, MO. The BIVI project is the start of economic opportunity with 239 acres of developed land remaining that is available for new business expansion and attraction projects."

	Region	Comparison*	Project
Jobs in 2006	94,540	12,273	22,429
Jobs in 2010	89,911	11,188	22,967
Total Job Gain	-4,629	-1,085	538
Percent Growth	-4.9%	-8.8%	2.4%



## A BRIGHT FUTURE

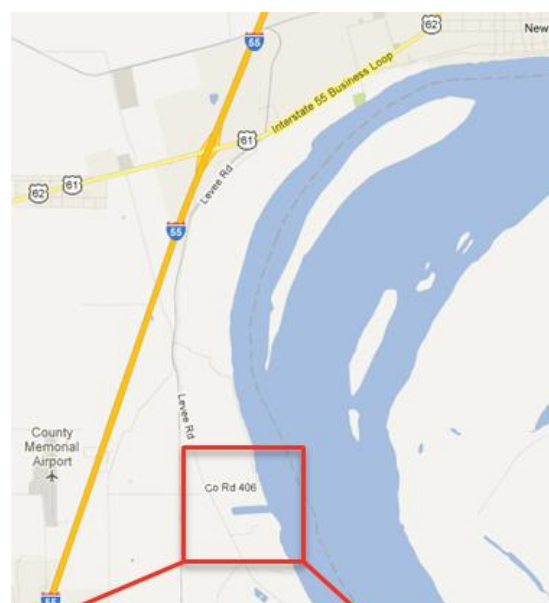
- Another exciting development currently unfolding in Eastowne is construction of a \$1.7 million shell building to attract new business. The *St. Joseph News-Press* reports a similar building was constructed in 1996 to encourage growth in the Mitchell Woods Business Park, and Corky Marquart, chief financial officer with Commerce Bank, stated "Shell buildings have been critical to industrial park expansion over the years and it will serve as a catalyst for marketing other shovel-ready lots in Eastowne."
- Industrial activity has historically boomed near the US Highway 36 junction, and particularly within the Mitchell Woods Business Park. Considering Mitchell Woods is nearing capacity and a regional shortage of developable industrial ground exists, MoDOT's investment in extending the Riverside Corridor from Pickett Road to US Highway 169 has opened up hundreds of acres for development and set the stage for continued industrial growth and expansion in St. Joseph.





## Economic Impact Case Study - The Port at New Madrid, Mo.

<b>Project</b>	The project improved truck and rail access to the Port of New Madrid, including the paving of Levee Road and County Road 406 and construction of a ¾ mile segment of railway.
<b>Location</b>	The Port of New Madrid is located in southeastern Missouri along the Mississippi River. This facility is situated on the north side of the St. Jude Industrial Park, approximately 6 miles south of the City of New Madrid and 2 miles east of Interstate 55.
<b>Total Cost</b>	\$2.6 million (\$1.2 million State and \$1.4 million Federal)
<b>Open date</b>	2009
<b>Jobs Created</b>	178



### Missouri's Ports

- The State of Missouri has access to two significant waterways in the Mississippi and Missouri Rivers, both of which have been used historically to ship cargo domestically and internationally. Fourteen public ports have formed along these rivers, including the Port of New Madrid, to facilitate waterborne shipping and cargo transfer between barge, railcar and truck. Providing meaningful connections across transportation modes is crucial to the success of these ports.
- Missouri's ports support the State's economy by
- providing cost-effective shipping options and supporting job creation. According to the Missouri Port Authority Association, Missouri's ports help move more than \$4.1 billion in waterborne commodities annually, including food, petroleum, fertilizers and manufactured goods. The ports directly employ several hundred people, hundreds more are employed by the supporting industries, and still more by those companies that utilize these facilities in their supply chain.

### The Port of New Madrid

- The Port of New Madrid was established in 1978 and is located in the state's southeast corner, also known as the "Missouri Bootheel." Despite facing hard economic challenges, the area boasts countless acres of prime farmland and as a result, agricultural industries heavily influence the regional economy.
- The Port was established to support agriculture and other industries by facilitating shipments to and from southeast Missouri. Located within the St. Jude Industrial Park, the Port consists of a harbor and general cargo dock along with multiple sites for industrial development. A nearby BNSF/Union Pacific rail line provides rail service



to the facility, and Interstate 55 provides highway access for employees and truck traffic.

## Addressing Transportation Deficiencies

- Riceland Foods (formerly Louis Dreyfus Commodities) was the Port's first tenant and has operated a rice mill in the southeast corner of the facility since 1988, however the remaining harbor industrial sites stayed vacant for several years in part due to transportation deficiencies. The two roadways providing access into the building sites, Levee Road and County Road 406, were inadequate for heavy truck traffic and the building sites were not connected to the adjacent rail line. These deficiencies made it impossible to transfer cargo between transportation modes.
- The New Madrid County Port Authority was determined to address these deficiencies and recruit companies to locate to southeast Missouri. Officials partnered with MoDOT to finance the necessary improvements - MoDOT contributed \$1.2 million in state funds that was used as match for \$1.4 million in federal dollars, yielding a \$2.6 million infrastructure funding package.

## Project Impact

- The improvements played a pivotal role in the decision of two companies, Agrium Advanced Technologies and Crop Production Services, to construct new facilities on the Port's north side. Both companies specialize in agricultural inputs such as fertilizers, micronutrients and seed, and wanted to take advantage of the various bulk shipping options offered by the Port.
- MoDOT's investment leveraged not only federal dollars but also \$63 million in private investment to construct and equip the companies' new facilities.
- The entire project created more than 100 construction jobs along with dozens of permanent jobs between the two businesses. It is worth noting this growth occurred during the height of America's most recent economic downturn and in an area considered to be economically disadvantaged. Many have noted this project created lasting impacts that can be felt throughout southeast Missouri's economy.
- Business is booming at the Port of New Madrid and both companies have continued to add new jobs since completion of the project. Crop Production Services has doubled employment from 10 to 20, and Agrium Advanced Technologies not only added more jobs but also invested an additional \$32 million, expanding their facility two-fold. As of today, these two companies have created a total of 46 permanent jobs.
- Since the project was completed, the area surrounding the Port of New Madrid has experienced a 17 percent increase in jobs, compared to the remainder of southeast Missouri, which has experienced a slight net loss during the same timeframe. This area job growth can be largely attributed to business expansion at the Port and expansion of neighboring companies in the St. Jude industrial park. Without question, the Port of New Madrid and MoDOT's transportation investments have been central to the economic health of this part of the state.

	Project	Region
Jobs year before completion (2008)	1,041	137,833
Jobs year after completion (2010)	1,219	137,802
Total Job Gain	178	-31
Percent Growth	17.1%	0.0%

## Total Job Growth From 2008 to 2010

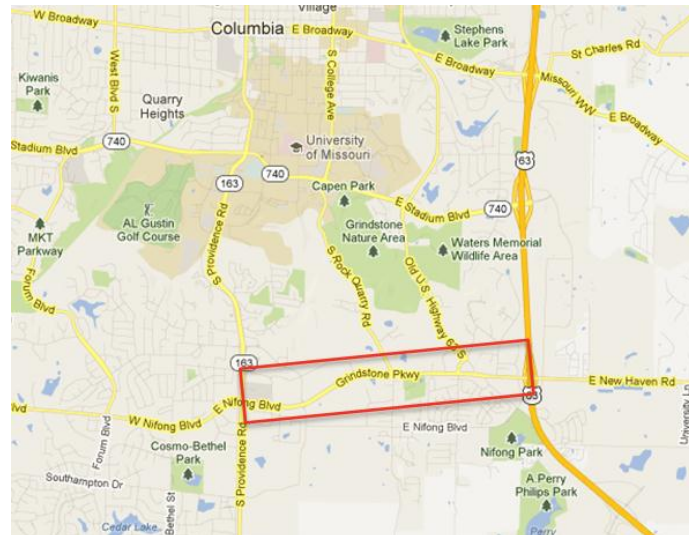
■ Project Area ■ Region

17.1%

0.0%

## Economic Impact of Grindstone Parkway (Route AC) — Columbia, Mo.

<b>DESCRIPTION</b>	The project widened a two-mile stretch of State Route AC into a four-lane, access-controlled highway that improves east-west access in the southern end of Columbia.
<b>LOCATION</b>	A 2.1-mile stretch of road at the southeastern edge of Columbia
<b>COST</b>	\$15.7 million
<b>OPEN DATE</b>	2005
<b>JOBS CREATED</b>	2,689



### Project Impact - NEW DEVELOPMENT

- Before the project was built, what is now the Grindstone Parkway was a two-lane road that ran through an undeveloped area in southeastern Columbia. Local MoDOT engineers described this section of road before the project as “obsolete”. The new project has improved transportation access to southern Columbia and reduced users’ transportation costs, which has encouraged new development.
- Development in locations at each end of the Grindstone Parkway has accelerated. At the eastern end of the corridor, a cluster of healthcare, legal, insurance and other professional service companies has formed just west of the Grindstone Parkway’s intersection with US-63. The Columbia Chamber of Commerce stated that many of these professional offices chose that area because of improvements to Grindstone.
- Immediately after the project was finished, Kohl’s Corporation began construction on a Kohl’s department store in the Grindstone Plaza, which is a shopping center at the western end of the Parkway. That same year Walmart announced it would relocate from its previous Columbia location to the Grindstone Plaza in order to expand operations by opening a Walmart Supercenter. In addition to Kohl’s and Walmart, numerous restaurants, a mobile phone distributor and an eyeglass center have opened up in the Grindstone Plaza.
- Walmart’s move freed up space at its previous location, which chain supermarket Hy-Vee took advantage of to open the second of two new Columbia stores. Chuck Sullivan, a MoDOT resident engineer in Columbia, describes the Walmart move and subsequent Hy-Vee occupancy as “a great improvement” to the area. In May 2008, a new locally owned store, The Game Room, opened in one of the shopping centers along the Parkway. Nic Parks, owner of the business, told the Columbia Tribune that he chose to open there because “the location is in a high-traffic area that is experiencing a lot of new development.”

## NEW JOBS

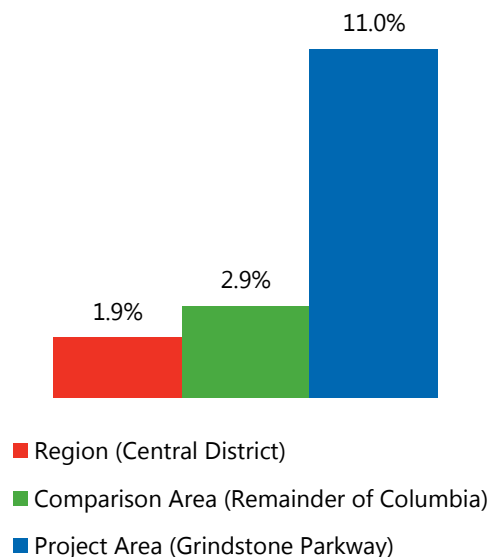
- Since the project was completed, the area immediately adjacent to the Parkway has experienced an 11 percent increase in jobs, compared to a three percent increase in the remainder of Columbia.
- Further west along Grindstone Parkway, toward the busy intersection with Providence Road, the number of restaurants, auto service centers, banks, insurance offices, hair salons and grocery stores along the corridor has grown since the project was completed. In 2009 Hy-Vee grocer opened a new store in the Rock Bridge Shopping Center, in addition to the store that opened in the old Walmart location. Together the two stores have generated as many as 700 area jobs.

	Region	Comparison	Project
Jobs year before completion	255,013	30,173	24,500
Jobs five years after completion	259,767	31,036	27,189
Total Job Gain	4,754	863	2,689
Percent Growth	1.9%	2.9%	11.0%

## INFLUX OF NEW RESIDENTS

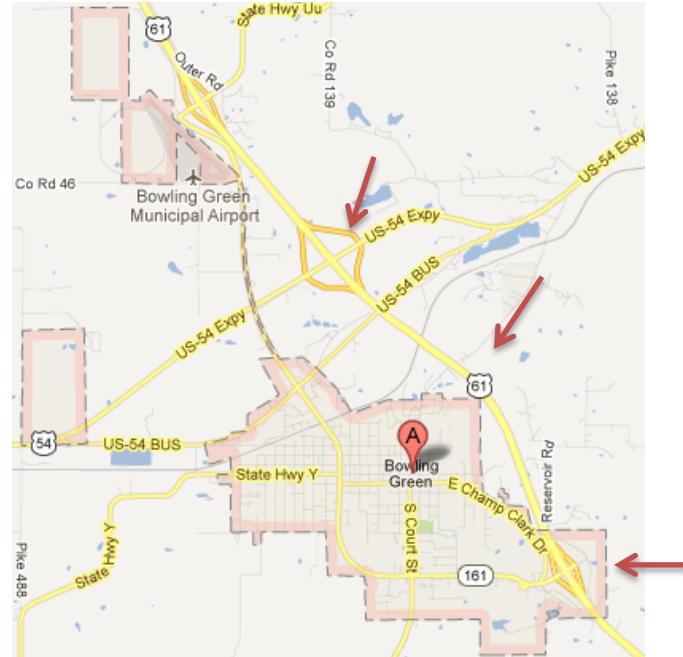
- The development in the area can in part be linked to an increase in the number of students living in the area. The improved access provided by the project has allowed University of Missouri students to live along the Grindstone Parkway, an area that would have been too isolated from campus before the road expansion was completed. A number of large, newly constructed student housing complexes have been built along Grindstone in recent years, with more developments planned for the future. This influx of students and other residents has created an increased demand for goods and services in what was previously a low-development area.

### TOTAL JOB GROWTH: 2004-2010



## Avenue of the Saints - Bowling Green

<b>SUMMARY</b>	Four-lane upgrade of Highway 61 in Bowling Green, including two interchanges.
<b>Location</b>	From Highway 161 north to the US-54 Expressway along the eastern edge of Bowling Green.
<b>Cost</b>	\$17.1 million
<b>Open date</b>	1999
<b>Jobs Created</b>	9,857



### Background

Bowling Green is a city of just over 5,000 in Northeast Missouri. The top employment center in the community is the Northeast Correctional Center, which came to Bowling Green in 1998. Other top employment industries include municipal services, manufacturing and retail. The small town has experienced healthy economic growth in the last 15 years due to the correction facility operations, its proximity to St. Louis, Hannibal and other economic centers; and, a strategic location along the new Avenue of the Saints highway that links St. Louis to St. Paul, MN, making quick movement between these economic hot spots possible.

On July 25th, 2008, transportation and city officials from Missouri, Iowa and Minnesota gathered to celebrate the completion of The Avenue of the Saints. Originally envisioned by Iowa businessman Ernie Hayes in the 1980s, The Avenue of the Saints project created uninterrupted four-lane highway access from St. Louis, MO to St. Paul, MN. The 550-mile roadway brought with it promise for towns along the route: "Completion of the more than 500 miles of this four-lane highway is expected to create economic development in Missouri," wrote Missouri State Senator Wes Shoemyer in the *Bowling Green Times*. Bowling Green, one of those towns, is a shining example of that prediction coming true.



### The Impacts

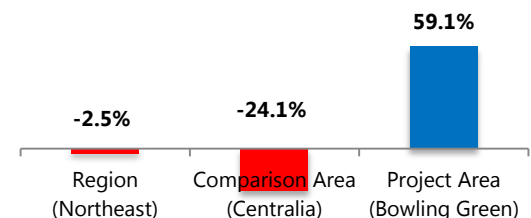
- The portion of Avenue of the Saints through Bowling Green, also known as Highway 61, was completed in 1999. In addition to upgrading the roadway to four lanes, the project involved building two new interchanges, one at either end of town. More recently, a roundabout was added to the project to promote traffic flow, which has encouraged development along the southern edge of Bowling Green.
- Since the project was built in 1999, jobs in Bowling Green have increased from 1,240 to over 1,970, a 59 percent increase. By comparison, Centralia, a similar town in Northeast Missouri, went from over 2,000 jobs down to 1,550 over the same time period, a 24 percent decline. As a whole, the Northeast region experienced a 2.5 percent decline.

## More Traffic Brings Big Business

- When asked about the highway's impact on Bowling Green, Brent Engel of the city's Chamber of Commerce stated, "People are moving here for opportunity. The Avenue of the Saints opened up opportunity that I don't think anyone would have dreamed of 30 years ago. We now have people who come here to work. We used to be a bedroom community, but now there's movement in the other direction." Direct evidence of the impact can be seen in increased traffic counts: traffic through on Highway 61 has increased from 6,000 cars a day in 1998 to over 9,000. The increased traffic has helped attract businesses to the area.
- Carolyn Wisecarver, executive director of the Pike County Development Authority (PCDA) who works to bring new business to Pike County, explained the importance of highways to attracting employers: "Four-lane highways are one of the top three things I discuss with every prospective business. It's a huge factor." She also stated that prior to the upgraded highway, the Bowling Green area did not have enough people to support a national chain store.
- That changed with the increase in population and increased traffic on Highway 61, and in 2009 a new Wal-Mart Supercenter opened near the city's southern interchange. The more convenient location along a high-profile highway provided an opportunity for the retail giant to expand in the area, replacing an older store in Louisiana, MO, that the Bowling Green Times described as "tiny by today's standards." The new Wal-Mart now employs approximately 200 people.
- Retail is not the only big business coming to Bowling Green. In 2003, city officials announced that True Manufacturing, maker of commercial refrigeration equipment would build a new facility in the city, creating 80 new jobs. The company opened in 2006 in a 100,000 sq. ft. facility with 100 employees. In 2012, True added a second shift and now provides quality employment for nearly 200 people in the area. The manufacturer relies on a strong transportation network to get supplies in and its products to market, and makes heavy use of Highway 61 on a regular basis.

	Region	Comparison*	Project
Jobs in 1998	79,135	2,054	1,240
Jobs in 2010	77,162	1,558	1,973
Total Job Gain	-1,973	-496	733
Percent Growth	-2.5%	-24.1%	59.1%

### Job Growth from 1998 to 2010



## Local Business Grows - A Bright Future

- With Wal-Mart's opening, there have been a number of smaller new businesses opening near Highway 61's southern interchange. A new McDonald's restaurant opened across from Wal-Mart on the new roundabout, and Orschlen's Farm and Home Supply used the increasingly attractive land near Highway 61 to expand their operations. In 2009, the local company built a store near the interchange that was twice the size of their old location and included increased customer parking capacity as well as space for warehouse operations. The expansion and relocation included the hiring of several new employees.
- Other local businesses have made progress in Bowling Green as well. City resident Leo Pratte opened Genovese's Little Sicily in 2010 to serve what he perceived was a missing niche among the growing population of restaurant goers. More recently, in 2012, the Saints Avenue Café, named for the new highway, opened across from the Wal-Mart and McDonald's, hiring 30 new employees.
- At the restaurant's opening then-Mayor Chad Perkins declared to the Bowling Green Times, "We have an exciting development going on right here. A new roadway project and an anchor restaurant to kick this off. Bowling Green is uniquely located in the right spot at the right time and it's a good time to be here." The restaurant is the first tenant in a new 20-acre business park, so there's plenty of room to grow in Bowling Green. Carolyn Wisecarver at PCDA says that companies continue to show interest in locating to the area, and is optimistic that more development is coming.

# APPENDIX J:

## The Planning Framework for Transportation Decision Making

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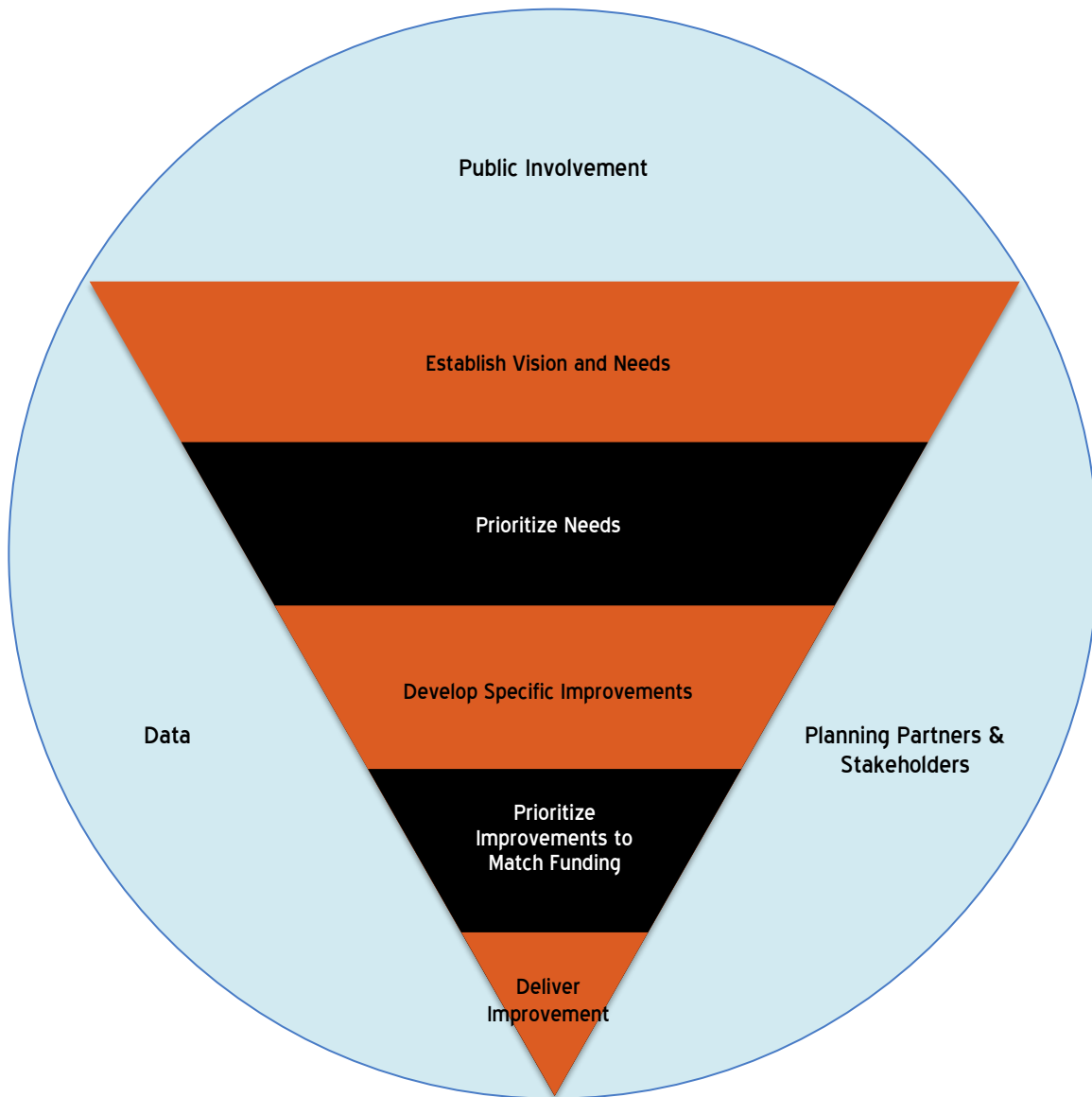
Missouri has significantly more transportation needs than money available. MoDOT works with its planning partners, transportation stakeholders and the general public in deciding the highest priority needs and improvements that should receive available funding.

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This process, referred to as the Planning Framework, relies on the right people being involved in discussing and evaluating needs and then making decisions on which ones should move forward. We are committed to working with local officials, citizens and stakeholders to help determine the right transportation solutions for their communities. MoDOT recognizes that a transparent, inclusive, and flexible process provides the best results.

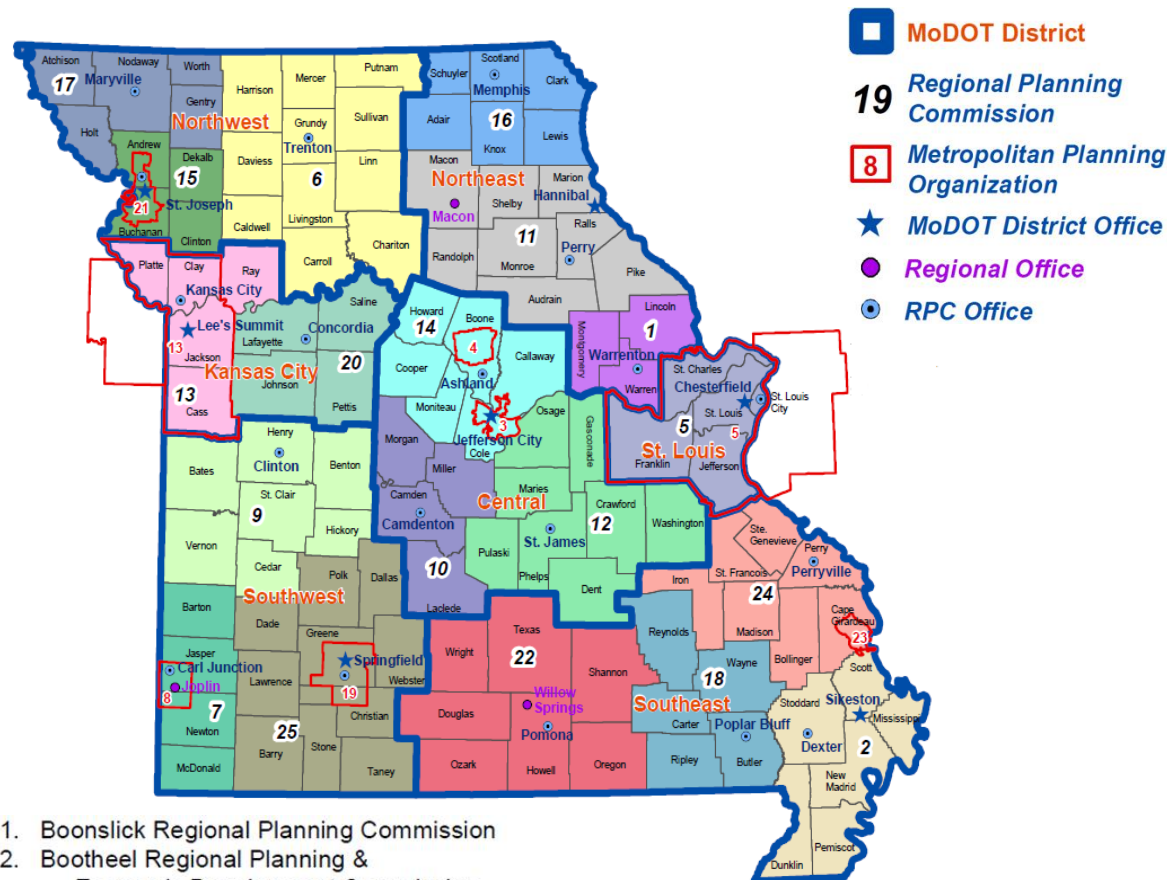


## Planning Framework for Investing Missouri's Transportation Funds



## Transportation Planning Partners and Stakeholders

MoDOT focuses on involvement by local officials. These officials, who are elected by the general public, join to form regional boards of directors of metropolitan planning organizations (MPOs) and regional planning commissions (RPCs). MPOs represent urbanized areas with populations of more than 50,000. They are responsible for transportation planning within their areas. RPCs represent multi-county rural regions and coordinate regional local governments in transportation planning.



1. Boonslick Regional Planning Commission
2. Bootheel Regional Planning & Economic Development Commission
3. Capital Area Metropolitan Planning Organization
4. Columbia Area Transportation Study Organization
5. East-West Gateway Council of Governments\*
6. Green Hills Regional Planning Commission
7. Harry S Truman Coordinating Council
8. Joplin Area Transportation Study Organization
9. Kaysinger Basin Regional Planning Commission
10. Lake of the Ozarks Council of Local Governments
11. Mark Twain Regional Council of Governments
12. Meramec Regional Planning Commission
13. Mid-America Regional Council\*
14. Mid-Missouri Regional Planning Commission
15. Mo-Kan Regional Council
16. Northeast Missouri Regional Planning Commission
17. Northwest Missouri Regional Council of Governments
18. Ozark Foothills Regional Planning Commission
19. Ozarks Transportation Organization
20. Pioneer Trails Regional Planning Commission
21. St. Joseph Area Transportation Study Organization
22. South Central Ozark Council of Governments
23. Southeast Metropolitan Planning Organization
24. Southeast Missouri Regional Planning & Economic Development Commission
25. Southwest Missouri Council of Governments

\* = Organizations functioning as both RPC and MPO  
(Boundaries for the Mid-America Regional Council RPC and MPO vary)

## Public Involvement

Missourians have a say in how transportation dollars are spent. The most common way for citizens to be involved is through public meetings that MoDOT, metropolitan planning organizations (MPO) and regional planning commissions (RPC) hold throughout the planning and project development processes. These meetings are held in communities around the state specifically to gather input from the general public. Missourians are also involved by electing the local officials who comprise the RPC and MPO boards of directors and/or through direct contact with MoDOT, MPOs, RPCs or local officials.

While all the public is invited to participate in our process, particular care is paid to contacting property owners adjacent to the specific solutions, public officials, elected representatives, law enforcement, schools and emergency services regarding needs and proposed improvements. Innovative methods to involve minority and economically disadvantaged sectors of the community, as well as other groups (senior citizens, economic development interests, and historical and environmental groups) are also used.

The development of quality transportation improvements depends on early, often and continuous involvement of the public in decisions. Public involvement allows MoDOT to gather real, valid input on transportation needs and to work with customers to refine solutions that meet those needs.

## Data

The Planning Framework is a mix of objective and subjective data and criteria used to help prioritize regional needs. The objective data can include items like traffic volumes, accident statistics, travel times, and condition reports for the transportation system. Subjective data can include local safety concerns, local perceptions for economic development opportunities, cost and resource sharing and other items.

## Establish Vision and Identify Needs

MoDOT, MPOs, RPCs, public officials, special interest groups and citizens set and refine Missouri's transportation vision in the Long-Range Transportation Planning process (LRTP). The vision is Missouri's ideal transportation system based on feedback from Missourians. The LRTP process provides information, guidance and direction to MoDOT and its planning partners and stakeholders to help identify the needs and determine where Missouri's transportation dollars should be spent.

In addition to the statewide LRTP, MPOs develop regional LRTPs that include policy development, fiscally constrained needs identification, public involvement and conformity with air quality regulations. In general, items in MPO and state LRTPs are consistent. Resources will be allocated to the needs and projects agreed upon by both the MPO and MoDOT.

## Prioritize Needs

Needs prioritization is based on the goals in Missouri's LRTP. MoDOT districts and planning partners annually prioritize regional needs. Many regions divide the needs into three categories:

- High Priority - Resources address these needs first by selecting them to develop/design specific solutions.
- Medium Priority - These needs may be addressed as additional resources become available.
- Low Priority - No work for these needs at this time.

Each time needs are prioritized, existing needs will be re-evaluated. Some high priority needs may never be designed or constructed due to prohibitive costs, changing priorities or other reasons.

## Develop Specific Improvements

The developing, or scoping, process analyzes transportation needs and selects the best overall transportation improvements. It involves:

- Determining the root causes of the transportation problem, issue or concern;
- Developing a range of possible improvements;
- Reviewing the social, economic, energy and environmental impacts;
- Evaluating and choosing the best improvement;
- Setting the improvement's physical limits;
- Accurately estimating the improvement's cost; and
- Forecasting the improvement's delivery schedule.

The scoping process helps determine the most complete, cost-effective improvements early in project development. Public involvement in defining the needs and determining the appropriate improvement can take several forms. The public may actually initiate the investigation of needs by contacting MoDOT or its other planning partners. The public, through local officials, is represented in the scoping process. After viable improvements have been identified for high-priority needs, the needs move on to the improvement prioritization process.

## Prioritize Improvements to Match Available Funding

Annually, MoDOT works with its planning partners to establish a prioritized list of transportation improvements, using a prioritization process determined by each region. The improvement prioritization is fiscally constrained based on each region's available funding.

Each time improvements are prioritized, existing improvements not yet scheduled for delivery will be re-evaluated. Some high priority improvements may never be delivered due to prohibitive costs, changing priorities or other reasons. If MoDOT and its planning partners unanimously agree that an improvement no longer addresses a valid need, it will be removed from the priority list, freeing resources for other improvements.

## Deliver Improvements

MoDOT, MPOs and RPCs determine which high priority transportation improvements should be funded. The improvements that are selected for funding are included in MoDOT's five-year Statewide Transportation Improvement Program (STIP), and also in each MPO's Transportation Improvement Programs (TIPs), where applicable. The STIP and TIPs set forth the specific transportation system improvements that will be completed during a four to five year period. STIPs and TIPs are rolling plans; as one year is completed, another year is added.

Once an improvement is added to MoDOT's STIP, it is a commitment and will be delivered.

# APPENDIX K:

## Other Planning Initiatives

In addition to MoDOT's Long Range planning initiative, there are others (some completed, some ongoing) in the state. They are listed below:

- [Blue Ribbon Citizens Committee on Missouri's Transportation Needs](#)
  - Includes Missouri Public Transit Association's Planning for the Future of Transit
- [State Rail Plan](#)
- [State Freight Plan \(currently under development\)](#)
- Metropolitan Planning Organizations - Long Range Plans
  - [St. Louis: East-West Gateway Council of Governments](#)
  - [Kansas City: Mid America Regional Council](#)
  - [Springfield-Ozarks Transportation Organization](#)
  - [Columbia Area Transportation Study Organization](#)
  - [Joplin Area Transportation Study Organization](#)
  - [Jefferson City-Capital Area Metropolitan Planning Organization](#)
  - [St. Joseph Area Transportation Study Organization](#)
  - [Cape Girardeau-Southeast Missouri Metropolitan Planning Organization](#)
- [Regional Planning Commissions & Regional Transportation Plans](#)
- [Tracker: MoDOT's performance management and accountability tool](#)
- [Missouri's Blueprint to Save More Lives](#)

# APPENDIX L: TRANSPORTATION WANTS, NEEDS AND PROJECTS SUGGESTED THROUGH ON THE MOVE

Missouri's transportation system is very large and its upkeep is the responsibility of numerous cities, counties, transportation agencies and MoDOT. In the past, Missouri's transportation needs were largely identified as roads and bridges, with less discussion about other types of transportation like transit buses, airports, waterways, railroads and bicycles. During On the Move, it quickly became apparent that a complete transportation system is becoming more important to Missourians.

The On the Move initiative provided a mechanism to identify and capture many more of Missourians transportation wants and needs. Over 12,000 suggestions for policies, projects, wants and needs have been received specifically from On the Move. These suggestions come from the Listening Sessions, the Mobile Tour and the On the Move website. Suggestions have also come from MoDOT's general website, customer service phone line, discussions at open houses, through existing planning processes, local government discussions and many other ways. Couple these newest identified needs and the large number of existing transportation needs already documented and it produces \$75 billion worth of improvements Missourians are talking about.

Everyday additional needs are being discussed and added to the \$75 billion list of unfunded improvements that will be discussed and prioritized by regional planning commissions (RPC), metropolitan planning organizations (MPO), MoDOT and other stakeholders in an open, transparent and inclusive process. Some submittals of wants, needs, projects or policy suggestions concern the city or county system and will be shared with the applicable agencies. The list will grow with new needs and policy requests. Some needs will be completed and some will remain on the list until the priority and funding levels align.

This listing of unfunded transportation wants and needs have been separated into regional and statewide categories. These are not commitments. This list is not in any priority order and includes an order of magnitude cost range based on today's cost. In general, a 20 percent range was used to indicate the uncertainty in the cost of an improvement without more thorough evaluation. The 20-year cost range for a project, need or want will change over time

**MoDOT RECOGNIZES  
ALL OF THE  
SUGGESTIONS OFFERED  
ARE IMPORTANT TO THE  
CITIZENS WHO  
SUGGESTED THEM AND  
IS WORKING TO  
UNDERSTAND AND  
DEVELOP APPROACHES  
TO ADDRESS THESE  
WIDE-RANGING LISTS OF  
WANTS AND NEEDS.**



as more information is gathered. The cost ranges do not include inflation, but the impact of inflation over time will increase the cost with each passing year. Also, some costs are more accurate than others as more information is known about some suggestions. For some suggestions, not enough information is known to provide a cost range so a cost per mile or cost per unit approach has been applied to the cost. This cost has not been included in the overall \$75 billion total. There are needs listed with an unknown cost due to the nature or complexity of the need. For needs that cost information is available, the low end of the cost range was used to calculate the \$75 billion total. For many suggestions, Missourians have asked for policy changes concerning transportation and a cost to implement such a change has not been included.

This list includes needs identified by individual RPC's and MPO's, and also policy suggestions for transportation agencies to consider and a cost component has been included where possible.

The statewide listing includes wants, needs and projects that touch or impact multiple MoDOT regions and require statewide evaluation, coordination and prioritization. These improvements would likely require funding from multiple regions to accomplish.

The database includes projects that support the four goals of Missouri's transportation vision, but have not been categorized by the four goals.

The database includes the annual cost to maintain the existing system conditions and services provided today for the funding administered through MoDOT such as:

- The cost to keep major and minor roads and bridges in the existing conditions.
- Existing Amtrak funding to support two daily routes between St. Louis and Kansas City.
- Existing transit funding supporting urban and rural transit services.
- Existing airport funding supporting services.
- Existing waterway funding currently supporting port services.

In all, the database totals \$75 billion of wants, needs and projects from across the state. This amount is significantly greater than the estimated \$14.4 billion of funding available over the next 20 years.

These lists are provided in this report to demonstrate:

- Transportation is experienced in a number of ways. Suggestions range from system-wide, such as 'add shoulders to rural highways' and 'add rumble strips' to very specific suggestions such as 'improve the sidewalk at xyz location'. While it is difficult to quantify and prioritize suggestions as diverse as this, MoDOT recognizes all of the suggestions offered are important to the citizens who suggested them and is working to understand and develop approaches to address these wide-ranging lists.
- There are many, many needs across the state. It's clear from these lists that there are more transportation needs than there will ever be funds to address. However, through careful analysis, these suggestions provide insights into the transportation priorities of Missourians.
- The transportation system of Missouri includes roads, bridges, transit buses, airports, waterways, pedestrian and bicycle usage and railroads that rely on and interact in various ways. Missourians, travelers and businesses rely on and expect a safe and reliable transportation system.
- MoDOT is listening. MoDOT tracks transportation improvement suggestions - and while there is not enough money to address all of these needs, MoDOT uses this feedback when developing and implementing improvement programs and projects.

The costs have been summarized by MoDOT district and type of transportation on the pages that follow.

**DISTRICT & STATEWIDE TOTALS BY TYPE/MODE (\$ MILLIONS)**

	Total	Aviation	Bike/Ped	Highways/Bridges	Rail	Transit	Waterways
Northwest	\$2,970	\$15	\$92	\$2,390	\$77	\$382	\$14
Northeast	\$3,309	\$24	\$138	\$2,729	\$248	\$158	\$12
Kansas City	\$10,590	\$521	\$680	\$6,993	\$121	\$2,249	\$26
Central	\$7,068	\$80	\$106	\$5,072	\$157	\$1,649	\$4
St. Louis	\$15,190	\$103	\$352	\$11,077	\$308	\$3,201	\$149
Southeast	\$5,542	\$59	\$96	\$4,543	\$145	\$363	\$336
Southwest	\$11,900	\$40	\$252	\$7,241	\$3,375	\$992	\$0
Statewide	\$18,554	\$820	\$235	\$11,029	\$3,919	\$1,480	\$1,071
Total	\$75,123	\$1,662	\$1,951	\$51,074	\$8,350	\$10,474	\$1,612

*Note: Costs shown in 2013 dollars. Costs are expected to increase three percent per year due to inflation.*

### STATEWIDE TRANSPORTATION WANTS, NEEDS AND PROJECTS

Type	Route (if applicable)	Description	Cost (millions)
Aviation	Aviation	Increase commercial air service opportunities	\$100 - \$200
Aviation	Aviation	Improve runway pavement conditions	\$220 - \$240
Aviation	Aviation	Keep MoDOT-administered funding for Aviation	\$500 - \$550
Bike/Ped	Bike/Ped	Statewide bicycle route wayfinding program	\$.4 - \$.6 / year
Bike/Ped	Various	Construct more complete streets	Unknown
Bike/Ped	Bike/Ped	Finish Missouri's portion of the Quad State Trail	Unknown
Bike/Ped	Bike/Ped	Enhance facilities for cyclists and pedestrians by building more sidewalks, trails, accessible bridges, considerations for left and right turning on a bicycle and crosswalks	Unknown
Bike/Ped	Various Highways	Improve existing pedestrian infrastructure on the transportation system to current American with Disabilities Act (ADA) levels.	\$150-\$200
Bike/Ped	MO 32	Construct shoulders on MO 32 from Eldorado Springs to Ste. Genevieve	\$85 - \$123
Bike/Ped	Bike/Ped	Finish the KATY Trail from St. Louis to downtown Kansas City	Missouri Department of Natural Resources responsibility
Bike/Ped	Bike/Ped	Pave the KATY Trail so it can be used in all weather conditions	Missouri Department of Natural Resources responsibility
Bike/Ped	Bike/Ped	Include "Share the Road" signs on all major roadways, county roadways in particular	Policy request
Bike/Ped	Bike/Ped	Continue to move MoDOT's policies, guidelines and standards toward national Livable Streets/Complete Streets standards	Policy request
Bike/Ped	Bike/Ped	Continue to improve integration of bicycle and pedestrian planning and evaluation into every road and bridge project	Policy request
Bike/Ped	Bike/Ped	Calculate and track pedestrian level of service and bicycle level of service on every road and highway project	Policy request
Bike/Ped	Bike/Ped	Require high level approval of any decision to omit bicycle or pedestrian facilities	Policy request
Bike/Ped	Bike/Ped	Ask for a review of MoDOT's current policies by the National Complete Streets Coalition	Policy request
Bike/Ped	Bike/Ped	Follow Federal Highway Administration guidelines for roads where bicyclists are allowed to operate for all MoDOT roads	Policy request

### STATEWIDE TRANSPORTATION WANTS, NEEDS AND PROJECTS

Type	Route (if applicable)	Description	Cost (millions)
Bike/Ped	Bike/Ped	Rumble strips should not be used when they leave less than four feet clear space to the edge of the pavement	Policy request
Bike/Ped	Bike/Ped	Rumble strips should have periodic gaps to allow bicyclists to safely enter/leave the shoulder area	Policy request
Bike/Ped	Bike/Ped	For non-freeway standards, rumble strips should be installed only when an engineering study or crash analysis shows that rumble strips would effectively reduce run-off-the-roadway crashes	Policy request
Bike/Ped	Bike/Ped	Continue to expand regular bicycle and pedestrian training programs for MoDOT staff, consultants and key personnel in construction firms	Policy request
Bike/Ped	Bike/Ped	Provide training, facilitation and best practice guidance for Metropolitan Planning Organization's (MPO) and Regional Planning Commission's (RPC) who develop the bike/ped, trails committees, plans and project lists	Policy request
Bike/Ped	Bike/Ped	Develop bicycle, pedestrian and trails strategic long-range plans and prioritized project lists	Policy request
Bike/Ped	Bike/Ped	Create specific numerical, time-based goals for increasing statewide mode shares for bicycling and walking	Policy request
Bike/Ped	Bike/Ped	Create specific goals for decreasing statewide injury and fatality rates for both bicycling and walking	Policy request
Bike/Ped	Bike/Ped	Track bicycle and pedestrian injuries via the more comprehensive Department of Health and Senior Services (DHSS) Injury listing as part of the Missouri Information for Community Assessment (MICA) system as a compliment to the Statewide Traffic Accident Records System (STARS) used now.	Policy request
Bike/Ped	Bike/Ped	Track and create specific goals for the percentage of current road and highway projects that include appropriate bicycle and pedestrian elements	Policy request
Bike/Ped	Bike/Ped	For each project in the Statewide Transportation Improvement Program (STIP), track which bike/ped related elements are included	Policy request
Bike/Ped	Bike/Ped	Track which MoDOT projects in the STIP are on local or regional bike/ped and trails plans	Policy request
Bike/Ped	Bike/Ped	Bicycle and pedestrian facilities and projects should receive reasonable and sufficient funding for connectivity and safety	Policy request
Bike/Ped	Bike/Ped	Utilize Highway Safety Improvement Program (HSIP) and section 402 funding spent on bike/ped safety initiatives at minimum in	Policy request

### STATEWIDE TRANSPORTATION WANTS, NEEDS AND PROJECTS

Type	Route (if applicable)	Description	Cost (millions)
		proportion to bike/ped injury rates	
Bike/Ped	Bike/Ped	Provide necessary support and administrative personnel for bicycle and pedestrian program and implementation at MoDOT	Policy request
Bike/Ped	Bike/Ped	Use a portion of new state transportation funding to continue Missouri's successful statewide Safe Routes to School program with state funds	Policy request
Bike/Ped	Bike/Ped	Expand citizen outreach on all MoDOT projects	Policy request
Bike/Ped	Bike/Ped	Reconstitute the MoDOT Bicycle/Pedestrian Advisory Committee (BPAC) mandated by the MHTC in the late 1990's, or support creation of a similar statewide committee hosted outside of MoDOT	Policy request
Bike/Ped	Rock Island Trail	Bicycle and pedestrian accommodations on Rock Island Railroad corridor from Kansas City to St. Louis	Unknown
Highway	I-70	Increase digital messages and signing on the I-70 corridor	\$1 - \$2 / sign
Highway	Various Highways	Add shoulders for safer travel to existing roads	\$1 - \$3/mile
Highway	Highways/Bridges	Add deceleration lanes to at-grade intersections	\$3 - \$4/location
Highway	Highways/Bridges	Pave county gravel roads	\$3 - \$4/mile
Highway	Highways/Bridges	Construct a route from Kansas City to Sikeston providing access and connecting Lee's Summit, Warrensburg, Osage Beach, Rolla, The Ozark National Scenic Riverways, Clearwater, Wappapello Lakes and Sikeston (275 miles)	\$1,500 - \$2,000
Highway	Various Highways	Complete safety upgrades at intersections	\$150 - \$180
Highway	Highway	Construct a new highway directly linking Mexico and Columbia	\$150 - \$200
Highway	Highways/Bridges	Install guard cable to improve safety on four-lane highways	\$187 - \$224
Highway	I-44	Improve I-44 between St. Louis and the Oklahoma state line (Ranges from adding a third lane to dedicated truck lanes)	\$2,000 - \$2,500
Highway	I-70	Improve I-70 between Kansas City and St. Louis (Ranges from adding a third lane to dedicated truck lanes)	\$2,000 - \$4,000
Highway	U.S. 63	Four-lane highway from Jefferson City to Cabool	\$275 - \$300

### STATEWIDE TRANSPORTATION WANTS, NEEDS AND PROJECTS

Type	Route (if applicable)	Description	Cost (millions)
Highway	U.S. 36	Convert U.S. 36 to interstate standards (I-72) from current terminus in Hannibal to I-29 or I-229 in St. Joseph	\$300 - \$350
Highway	U.S. 50	Corridor improvements from west of Linn to Union	\$250-\$275
Highway	Various Highways	Improve existing railroad track crossings with a bridge, lights and gates, improved lights and gates, or signing across the state	\$315 - \$345
Highway	MO 52	Construct shoulders on MO 52 from Meta to Kansas border	\$50 - \$60
Highway	Highway	Construct a new connection to Illinois south of St. Louis	\$500 - \$1000
Highway	Highways/Bridges	New freeway from Nevada to Springfield, Willow Springs, West Plains and Thayer to connect with Rte. 63 in Arkansas (192 miles)	\$515 - \$710
Highway	Highways/Bridges	Upgrade Rte. 60 to I-66 from Springfield to Paducah, KY (230 miles)	\$575 - \$690
Highway	Highways/Bridges	Install miles markers on all four-lane highways	\$6 - \$7
Highway	Various Highways	System-wide improvements of existing curves by signing, guardrail and pavement treatment	\$65 - \$78
Highway	Highways/Bridges	Provide direct highway from the Lake of the Ozarks to St. Louis (125 miles)	\$650 - \$750
Highway	U.S. 63	Upgrade U.S. 63 to interstate standards from Iowa to Arkansas (300 miles)	\$700 - \$800
Highway	MO 32	Construct shoulders on MO 32 from Ste. Genevieve to El Dorado Springs	\$85 - \$123
Highway	Highways/Bridges	Provide ample parking for the trucking industry supplying commerce moving to and through Missouri	Policy request
Highway	Highways/Bridges	Construct public electric car charging stations and solar highway lighting	Policy request
Highway	I-70	Make I-70 a toll road between Wentzville and the Kansas state line	Policy request
Highway	Highways/Bridges	Install more traffic cameras that are accessible to the public online so drivers can check for congestion before leaving home or work	Policy request
Highway	Highways/Bridges	Encourage the use of highway right-of-way for native plantings that do not need mowing	Policy request
Highway		Partner with Google Fiber to bring free internet (Wi-Fi) to roadways. Would increase safety by allowing people access to the phone when emergencies occur - install signage controlled (like KC SCOUT) near hazard areas	Policy request



### STATEWIDE TRANSPORTATION WANTS, NEEDS AND PROJECTS

Type	Route (if applicable)	Description	Cost (millions)
		such as rivers, creeks, rock walls, overpasses & bridges.	
Highway	Highway	Designate and construct the TransAmerica Corridor through Southern Missouri as part of an east to west interstate corridor	Unknown
Highway	55/67/44	Construct an expressway connecting I-55 to US 67 through Farmington and Potosi and then to I-44	\$756 - \$1,080
Highway	70	Construct continuous outer roads along I-70 across the state and make them all bicycle accessible	Unknown
Highway	70	Pedestrian improvements across every intersection, interchange, overpass and underpass along I-70	Unknown
Highway	70	Add more lighting to roadway between Kansas City and Columbia and rumble strips, audible lines and growlers	\$30,000 per interchange
Highway	Various	Solutions to flooding concerns	Unknown
Highway	Various	Replace county bridges, especially low water bridges and pave county roads	\$30,000 per interchange
Highway	Various	More truck stops	Unknown
Highway	Interstate	Add North/South interstate of four to six lanes	\$5 million per mile
Highway	Various	Add additional interstate East/West from Florida through SW Missouri or Northern Arkansas to New Mexico and Southern California	Unknown
Highway	Various	Interstate expressway system in urban areas with interchanges only at other interstates or every 5 to 10 miles	Unknown
Highway	Various	Upgrade all state owned signals to adaptive signal control	\$40,000 per interchange
Highway	Various	Add shoulders to rural state roads and guardrails with shoulders where large drop-offs occur to help with safety of motorists and others	Unknown
Highway	MO 224/ US 24/ US 65/ MO41	The Old Trails Byway's proposed route will extend from Fort Osage in Sibley, MO (Jackson County) eastward to Boonville, MO (Cooper county) for a distance of 97.4 miles.	Unknown
Highway	Various	Conduct a study to determine the merits and demerits of motorcycle only lanes on Interstate highways.	Unknown
Rail	Rail	Conduct feasibility study for new Amtrak route from St. Louis to Springfield to Kansas City	\$0.9 - \$1

### STATEWIDE TRANSPORTATION WANTS, NEEDS AND PROJECTS

Type	Route (if applicable)	Description	Cost (millions)
Rail	Rail	Keep MoDOT-administered funding for Highway-Rail Crossing improvements	\$100 - \$120
Rail	Rail	Provide a rail ferry on the I-70 and I-44 corridors for passenger vehicles and freight trucks	\$1000 - \$1500
Rail	Rail	Provide north/south passenger rail service, possibly from West Plains to Kirksville along the U.S. 63 corridor	\$1000 +
Rail	Rail	Construct rail-to-truck access into industrial developments at multiple locations around the state	\$12 - \$15 (\$3M/location)
Rail	Rail	Dedicated operating support for current Amtrak route (2 trains daily) between Kansas City and St. Louis (MO River Runner)	\$160 - \$200
Rail	Rail	Create asset management program	\$2 - \$2.5
Rail	Various	Create state rail asset management program to help fund industrial rail infrastructure	\$2 - \$2.5
Rail	Rail	Improve the communication system and stations for the MO River Runner	\$2 - \$3
Rail	Rail	High speed rail in the median of I-70 with three stops in Kansas City, Columbia and St. Louis	Unknown
Rail	Rail	Additional locomotives and passenger equipment for current Amtrak route between Kansas City and St. Louis (MO River Runner)	\$40 - \$50
Rail	Rail	Increase frequency and speed of existing passenger train service (4-5 daily round trips)	\$400 - \$500
Rail	Rail	Passenger rail service from Joplin to Kansas City	\$400 - \$500
Rail	Rail	Passenger rail service to the Springfield area, upgrade the rails parallel to I-44 and run service from St. Louis to Springfield and to Kansas City	\$800 - \$1700 (\$700M - \$1.4B capital investment and \$100 - \$300M operating cost)
Rail	Rail	Mass transit system between Kansas City, St. Louis, Springfield and Columbia	Unknown
Rail	Rail	Construct high-speed rail from Kansas City to Denver and Kansas City to Chicago	Unknown
Rail	Rail	Consider an AMTRAK line between West Quincy and St. Louis (consider a doodlebug-small self-propelled mini-train)	Unknown
Rail	Rail	MoDOT should acquire existing underutilized short-line rails and industrial rail spurs, upgrade them and tie them in with the highways and ports to further economic development throughout the state.	Unknown

### STATEWIDE TRANSPORTATION WANTS, NEEDS AND PROJECTS

Type	Route (if applicable)	Description	Cost (millions)
Rail	Rail	Connect St. Louis, KC and Omaha via rail	Unknown
Rail	Rail	Reconnect St. Louis, Carbondale and New Orleans	Unknown
Rail	Rail	Improvements for high-speed rail from St. Louis to Chicago. Provide planning and development of track, signal and bridge improvements to facilitate implementation.	Unknown
Rail	Rail	Provide a train that runs from St. Louis to Cape Girardeau and the Bootheel region	Unknown
Rail	Rail	Provide Kansas City to Texas passenger rail service	Unknown
Rail	Rail	Construct 1 to 2 lanes or light rail near every major interstate between suburbs and major work centers in StL and KC that can only be used for public transportation such as buses, vans, or corporate van pools to allow no-stop service	Unknown
Rail	Rail	Add an Amtrak train system linking Kansas City, Springfield, Little Rock and points beyond	Unknown
Rail	Rail	Update, expand, or create new Amtrak stations	Unknown
Rail	Rail	Extend the Missouri River Runner to Sioux City or Sioux Falls. Increase the number of trains between KC and STL	Unknown
Rail	St. Louis to Chicago and St. Louis to Kansas City	Incremental implementation of 200 mph passenger service, grade separated tracks	Unknown
Transit	Transit	Provide more dedicated funding for public transit across Missouri	\$240 - \$300
Transit	Transit	Replace OATS transit vehicles	\$5 - \$10 / year
Transit	Transit	Additional capital improvement funding for vehicle procurement to replace aging and end of life cycle equipment currently in use	\$500 - \$550 (\$25/year)
Transit	Transit	Keep MoDOT-administered funding for transit	\$550 - \$600
Transit	Transit	Add intermodal facilities at key locations statewide. This could include major ports, rail and connections to the highway system. Would help connect bulk shipments to rails and short haul final destination delivery over the road.	Policy request
Transit	Transit	Connect rail services to transit systems in Kansas City and St. Louis	Unknown

### STATEWIDE TRANSPORTATION WANTS, NEEDS AND PROJECTS

Type	Route (if applicable)	Description	Cost (millions)
Transit	Transit	Convert roadways into urban parkways with robust pedestrian, bike, golf cart and bus transit facilities for a Type III facility. For Type II facilities, rail transit could be included. For Type I facility, the rail transit could be overhead.	Unknown
Transit	Transit	Connect bus service to rail stops (i.e. Sedalia, Warrensburg, Poplar Bluff, LaPlata, Kansas City) to allow people access to rail lines in Kansas City, St. Louis, Chicago, etc.	Unknown
Transit	Transit	Add European transportation tech in MO (trains capable of 200 mph and unrestricted zones similar to Germany's autobahn)	Unknown
Transit	Transit	Provide a system of bus ports statewide that support commercial bus operators, statewide and local transit, and economic development. The bus equivalent of an airport or rail yard.	\$90 - \$100
Waterways	Waterways	Make Missouri a transportation hub - especially in Southeast Missouri utilizing rail, river and roadway connectivity (Connect three major rivers (Missouri, Mississippi & Ohio) and the I-55, I-24, U.S. 60, I-44, I-57 corridors)	\$1000 - \$1200
Waterways	Waterways	Keep MoDOT-administered operating assistance for waterways	\$11 - \$12
Waterways	Waterways	Increase use of river resources for the movement of goods and services	\$5 - \$10 / year
Waterways	Waterways	Keep MoDOT-administered capital improvement funding for waterways	\$60 - \$80
Waterways	Waterways	Expand barge system	Unknown
Waterways	Waterways	Various freight waterway port capital projects across the state	Unknown
Waterways	Waterways	Harbor dredging on the mid-Mississippi and lower-Mississippi River	Unknown

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Aviation	Aviation	Construct fuel storage facilities at Eldon airport	\$.25 - \$.3
CD	Aviation	Aviation	Construct taxi lanes for new t-hangar at Cuba airport	\$.25 - \$.35
CD	Aviation	Aviation	Construct passenger terminal expansion at Waynesville airport	\$.25 - \$.35
CD	Aviation	Aviation	Reconstruct the terminal building at Fulton airport	\$.25 - \$.35
CD	Aviation	Aviation	Design and construct hangar at Potosi airport	\$.25 - \$.35
CD	Aviation	Aviation	Construct hangar taxiway at Osage Beach airport	\$.3 - \$.4
CD	Aviation	Aviation	Construct maintenance and fire truck building at Osage Beach airport	\$.3 - \$.4
CD	Aviation	Aviation	Construct fuel storage facilities at Potosi airport	\$.3 - \$.4
CD	Aviation	Aviation	Design and construct hangar taxi lanes at Rolla airport	\$.35 - \$.45
CD	Aviation	Aviation	Construct new t-hangar at Rolla airport	\$.35 - \$.45
CD	Aviation	Aviation	Construct new 10-unit hangar at Cuba airport	\$.4 - \$.5
CD	Aviation	Aviation	Construct replacement t-hangar (10-units) at Cuba airport	\$.4 - \$.5
CD	Aviation	Aviation	Design and construct GA terminal building at Potosi airport	\$.4 - \$.5
CD	Aviation	Aviation	Construct terminal building at Eldon airport	\$.5 - \$.6
CD	Aviation	Aviation	Construct aircraft maintenance hangars at Eldon airport	\$.5 - \$.6
CD	Aviation	Aviation	Construct box hangars at Osage Beach airport	\$.5 - \$.6
CD	Aviation	Aviation	Construct new t-hangar at Linn State airport	\$.5 - \$.6
CD	Aviation	Aviation	Upgrade fuel storage facilities at Sullivan airport	\$.5 - \$.6
CD	Aviation	Aviation	Construct terminal at Boonville airport	\$.65 - \$.75
CD	Aviation	Aviation	Construct new terminal building at Osage Beach airport	\$.65 - \$.75

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Aviation	Aviation	Reconstruct the apron at the Cuba airport	\$.8 - \$1
CD	Aviation	Aviation	Design and construct t-hangars at Potosi airport	\$.9 - \$1
CD	Aviation	Aviation	Construct Phase I hangar development at Sullivan airport	\$1 - \$1.2
CD	Aviation	Aviation	Widen runway at Elton Hensley Memorial Airport	\$1 - \$1.5
CD	Aviation	Aviation	Construct Phase II hangar development at Sullivan airport	\$1 - \$1.5
CD	Aviation	Aviation	Construct Runway 18 and partial parallel taxiway extension at the Boonville airport	\$1.5 - \$2
CD	Aviation	Aviation	Pavement maintenance and runway lighting rehabilitation at Floyd W. Jones Memorial Airport in Lebanon	\$2 - \$2.5
CD	Aviation	Aviation	Construct conventional style hangars at Eldon airport	\$2 - 2.5
CD	Aviation	Aviation	Runway pavement rehabilitation and lighting improvements at the Lebanon airport	\$2.3 - \$3
CD	Aviation	Aviation	Runway extension at Camdenton Memorial Airport	\$6 - \$7
CD	Aviation	Aviation	Terminal building expansion at Columbia Regional Airport to support increased passenger traffic	\$30 - \$40
CD	Aviation	Aviation	Provide increase air service to Columbia Regional Airport	Policy request
CD	Aviation	Aviation	Invest in a more active airport for Columbia - cities this size should have much better air service	Unknown
CD	Aviation	Aviation	Provide better air transportation and update air computer system so there are enough controllers	Unknown
CD	Aviation	Aviation	Remove utility lines from the runway 12-30 protection zone in Cole County	\$.45 - \$1
CD	Aviation	Aviation	Installation of four powered access gates in Cole County	\$.08 - \$.2
CD	Aviation	Aviation	Taxiway "A" pavement maintenance and repair in Cole County	\$.4 - \$1
CD	Aviation	Aviation	Environmental study in Cole County	\$.08 - \$.15
CD	Aviation	Aviation	Apron repair in Cole County	\$.15 - \$.5



### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Aviation	Aviation	New airport maintenance/storage facility in Cole County	\$.25 - \$.5
CD	Aviation	Aviation	Purchase of additional land adjacent to the airport's southern boundary in Cole County	\$.3 - \$.75
CD	Aviation	Aviation	Perimeter road construction in Cole County	\$.08 - \$.2
CD	Aviation	Aviation	Relocation of airport hangar in Cole County	\$.75 - \$1.5
CD	Aviation	Aviation	Aircraft rescue and fire fighting vehicle in Cole County	\$.2 - \$.5
CD	Aviation	Aviation	Construct a new Air Traffic Control Tower in a more advantageous location	\$4.5 - \$5.5
CD	Aviation	Aviation	Rehab Runway 12-30	\$4 - \$5
CD	Aviation	Aviation	Runway lighting on 12-30 and 9-27	\$.5 - \$.75
CD	Aviation	Aviation	Construct Runway full length parallel taxiway "B", extension of Runway 9-27 to an ultimate length of 4,400' X 75' with a full-length parallel taxiway	\$6 - \$7.5
CD	Aviation	Aviation	Capital Equipment - MU Meter, new an acceptable method of reporting runway braking action during snow and ice conditions	\$.3 - \$.5
CD	Aviation	Aviation	Upgrade Terminal Bldg.	\$.4 - \$.75
CD	Aviation	Aviation	Runway Extension, Runway 9-27	\$3.5 - \$5
CD	Aviation	Aviation	Airport Storage Facility	\$.25 - \$.35
CD	Aviation	Aviation	Airport Snow Removal Equipment	\$.15 - \$.3
CD	Aviation	Aviation	Construction of a Fuel Containment Area for Airport Fuel Trucks	\$.5 - \$1.5
CD	Aviation	Aviation	Repair/Rebuild Taxiway Delta and correct associated drainage problems	\$.75 - \$2
CD	Aviation	Aviation	New airport maintenance/storage facility in Cole County	\$.25 - \$.5
CD	Aviation	Aviation	Purchase of additional land adjacent to the airport's southern boundary in Cole County	\$.3 - \$.75

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Bike/Ped	72	Install 'bicycle warning' or Share the Road signs	\$.001 - \$.002
CD	Bike/Ped	B	Install 'bicycle warning' or Share the Road signs	\$.001 - \$.002
CD	Bike/Ped	C	Install 'bicycle warning' or Share the Road signs	\$.001 - \$.002
CD	Bike/Ped	CC	Install 'bicycle warning' or Share the Road signs	\$.001 - \$.002
CD	Bike/Ped	E	Install 'bicycle warning' or Share the Road signs	\$.001 - \$.002
CD	Bike/Ped	F	Install 'bicycle warning' or Share the Road signs	\$.001 - \$.002
CD	Bike/Ped	J	Install 'bicycle warning' or Share the Road signs	\$.001 - \$.002
CD	Bike/Ped	M	Install 'bicycle warning' or Share the Road signs	\$.001 - \$.002
CD	Bike/Ped	O	Install 'bicycle warning' or Share the Road signs	\$.001 - \$.002
CD	Bike/Ped	P	Install 'bicycle warning' or Share the Road signs	\$.001 - \$.002
CD	Bike/Ped	T	Install 'bicycle warning' or Share the Road signs	\$.001 - \$.002
CD	Bike/Ped	V	Install 'bicycle warning' or Share the Road signs	\$.001 - \$.002
CD	Bike/Ped	Y	Install 'bicycle warning' or Share the Road signs	\$.001 - \$.002
CD	Bike/Ped	5	Construct a crosswalk on MO 5 in New Franklin at West Broadway and the elementary school	\$.01 - \$.025
CD	Bike/Ped	63	Construct bike lanes on overpass at U.S. 63 and Grindstone Parkway/New Haven Road	\$.025 - \$.25
CD	Bike/Ped	63	Construct bike lanes on overpass at U.S. 63 and Route WW/Broadway	\$.025 - \$.25
CD	Bike/Ped	63/Kingshighway	Construct interchange improvements at U.S. 63 and Kingshighway in Rolla to accommodate bike/ped traffic	\$.04 - \$.1
CD	Bike/Ped	College/Rogers	Improve the bike/ped and ADA access at College and Rogers intersection in Columbia	\$.05 - \$.1
CD	Bike/Ped	70/West	Provide a safer method to bike under the I-70 overpass at West Blvd. near the roundabout	\$.05 - \$.1

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Bike/Ped	740 Ashland/Stadium	Improve the Ashland Road and Stadium intersection to be ADA compliant and improve pedestrian crossing problems in Columbia	\$.05 - \$.3
CD	Bike/Ped	740 Stadium	Modify shoulder improvements on Providence Road at Stadium south to access the pedestrian overpass	\$.05 - \$.3
CD	Bike/Ped	763 College/Broadway	Improve the street level pedestrian crossing at College and Broadway intersection in Columbia (bike/ped and ADA improvements)	\$.05 - \$.3
CD	Bike/Ped	Ashley	Construct crosswalks and pedestrian signals at East Ashley Road (MO 5 and U.S. 40) in Boonville	\$.05 - \$.3
CD	Bike/Ped	Main/B	Construct crosswalks and pedestrian signals at Main Street (Route B) in Boonville	\$.05 - \$.3
CD	Bike/Ped	5/B	Add pedestrian crossing improvements at the MO 5/Route B intersection in Boonville	\$.05 - \$.3
CD	Bike/Ped	Southwest/Ellis	Construct sidewalks on Southwest Blvd and Ellis Blvd and Route C intersection in Jefferson City	\$.05 - \$.3
CD	Bike/Ped	H	Construct sidewalks on Old Route H from Route 66 junction to Mitchell Heights Dr.	\$.1 - \$.2
CD	Bike/Ped	Columbia	Intersection improvements throughout Columbia to include striped pedestrian crosswalks, yield to pedestrian signs or "cars will not yield" signs for pedestrians	\$.1 - \$.1
CD	Bike/Ped		Install crosswalks at Route 66/Benton Street, Route 66/Lynn Street and Old Route H at the school in Waynesville	\$.15 - \$.2
CD	Bike/Ped	740 Stadium	Provide better pedestrian access for the Stadium bridge over Hinkson Creek	\$.2 - \$.2
CD	Bike/Ped	T	Construct a sidewalk along Route T from the Stoutland School to Main Street	\$.25 - \$.50
CD	Bike/Ped	63	Construct a bike/ped addition to the Katy Trail Spur along U.S. 63 from the Missouri River bridge to the Katy Trail	\$.3 - \$.75
CD	Bike/Ped	St. Charles	Improve the overpass on St. Charles Road over I-70 for bike/ped/handicapped access	\$.4 - \$.2
CD	Bike/Ped	WW	Add sidewalks on Route WW from Trimble to Keene and add pedestrian crossing improvements at the WW/Keene intersection	\$.5 - \$.75
CD	Bike/Ped	44	Construct a bike/ped overpass on I-44 between Exit 185 (Route E) and Vichy Road bridge	\$.5 - \$.1
CD	Bike/Ped	63/44	Construct a bike/ped crossing on the U.S. 63/I-44 overpass	\$.5 - \$.1

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Bike/Ped	740 Stadium	Construct safe bike and ped crossings with pedestrian lights, striping etc. on Stadium Boulevard at all intersections in Columbia. Also include sidewalks	\$ .5 - \$2.5
CD	Bike/ped	U	Add shoulders to roadway from CRD 1220 to Route KK	\$.8 - \$1
CD	Bike/Ped	E/44	Improve and widen the sidewalk at the Route E and I-44 interchange in Rolla	\$.9 - \$1.1
CD	Bike/Ped	8	Construct sidewalks on MO 8 in Potosi	\$1 - \$1.5
CD	Bike/Ped	163	Addition of a bike/ped lane on MO 163 from Providence South and MO 163 (at Rock Bridge Elementary) and the Devil's Ice Box entrance to Rock Bridge State Park	\$1 - \$1.5
CD	Bike/Ped	179/50	Construct better access for bike/ped under the MO 179/US 50 overpass	\$1 - \$2
CD	Bike/Ped	Bike/Ped	Construct more bike routes in the Jefferson City area	\$1 - \$2
CD	Bike/Ped	PP/Ballenger	Construct sidewalks and bike lanes on Ballenger Road/Route PP between Clark Lane and the Mexico Gravel Road roundabout	\$1 - \$3
CD	Bike/Ped	BB	Widen by adding shoulders to Route BB in Rolla from 10th Street to Country Road 3110	\$1.2 - \$1.8
CD	Bike/ped	68	Add shoulders and improve curves	\$1.5 - \$2.5
CD	Bike/Ped	63	Add shoulders to U.S. 63 from the interchange north of Rolla to County Road 8010/39/2000/34A	\$1.7 - \$2.5
CD	Bike/Ped	Business Loop 70	Construct sidewalks and bike lanes on Business Loop 70 in Columbia	\$3 - \$10
CD	Bike/Ped	68/8	Construct shoulders on MO 68 and MO 8 to allow people to bike safely to Meramec Spring Park	\$3 - \$6
CD	Bike/Ped	J	Construct shoulders and/or bike/ped path on Route J from Rocheport to Harrisburg	\$4 - \$5
CD	Bike/Ped	44	Construct a bike path parallel to I-44 from Exit 184 to 189 and connect to Rolla's Acorn trail/path system	\$5 - \$10
CD	Bike/Ped	BB	Construct a bike/ped, multi-use path along Route BB to connect the cities of Rolla and St. James	\$5 - \$7
CD	Bike/Ped	Highway	District wide initiative to upgrade pedestrian facilities into ADA compliance	\$15 - \$20

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Bike/Ped	Providence	Develop a transportation and land use plan for bike/ped information on the Providence Corridor in Columbia	Policy request
CD	Bike/Ped	Highway	Tourist Oriented Directed Sign Program (TODs) needs to be expanded	Unknown
CD	Bike/Ped	179/50	Missouri Blvd. pedestrian crossings, from Rte. 179 to US 50 in Cole County (sidewalk on northern side, crosswalks)	\$1 - \$2
CD	Bike/Ped	Various	Bike Loop in Jefferson City	\$.3 - \$.5
CD	Bike/Ped	Various	Greenways trail plan implementation encompassing approximately 73 miles of off street greenways and 17 miles of on street greenways in Cole County	\$40 - \$60
CD	Bike/Ped	Various	Medical Center (JCMG) to Satinwood in Jefferson City (pedestrian bridge, trail)	\$.7 - \$.9
CD	Bike/Ped	Various	Frog Hollow Bridge to W. Edgewood, Frog Hollow Branch in Jefferson City	\$.4 - \$.6
CD	Bike/Ped	Various	Frog Hollow Bridge to Mission Dr., Frog Hollow Branch in Jefferson City	\$1 - \$2
CD	Bike/Ped	Various	Dunklin Trailhead to McCarty St., Frog Hollow Branch in Jefferson City	\$.4 - \$3.5
CD	Bike/Ped	Various	Aurora Park to Hough Parks, East Branch in Jefferson City	\$.3 - \$.4
CD	Bike/Ped	Various	Riverside Park to McCarty St., Boggs Creek Branch in Jefferson City	\$.5 - \$.7
CD	Bike/Ped	Various	Lewis and Clark, State Office Building to Hamilton-Dulle Tower Area in Jefferson City	\$6 - \$7
CD	Bike/Ped	Scenic Drive	Scenic Drive Sidewalk (Eastland Dr. to Carl Ln.) in Jefferson City	\$.6 - \$.8
CD	Bike/Ped	Boonville Road	Boonville Road Sidewalk (Wayne Ave to Belair Dr. - Multiple Phases) in Jefferson City	\$.5 - \$1
CD	Bike/Ped	Ellis Blvd.	Ellis Blvd Sidewalk (Schotthill Woods Dr. to Golf Course - Multiple Phases) in Jefferson City	\$.5 - \$.7
CD	Bike/Ped	Bolivar Street	Improve pedestrian and bicycle access at Bolivar Street (Between Jefferson Boulevard and McCarty Street) in Jefferson City	\$1 - \$1.5

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Bike/Ped	Bike/Ped	US 54 pedestrian bridge from Center Street to US 54 in Holts Summit	\$1 - \$2
CD/Local	Bike/Ped	Elm/Main	Construct crosswalks and pedestrian signals at the intersection of Elm and Main in Boonville	Boonville
CD/Local	Bike/Ped	Brown Station	Construct sidewalks and shoulders along Brown Station Road	Columbia
CD/Local	Bike/Ped	Clark	Construct a pedway on Clark Lane from Paris Road to US 63 in Columbia	Columbia
CD/Local	Bike/Ped	East St. Charles	Construct sidewalks and shoulders on E. St. Charles Road for students to get to the new Battle High School	Columbia
CD/Local	Bike/Ped	East Walnut	Construct sidewalks on East Walnut Street, east of Old 63 in Columbia	Columbia
CD/Local	Bike/Ped	Fairview	Construct sidewalks along Fairview Road between Broadway and Chapel Hill	Columbia
CD/Local	Bike/Ped	Nifong	Construct bike lanes or bikeable shoulders on Nifong Boulevard between Providence and Scott Boulevard	Columbia
CD/Local	Bike/Ped	Rothwell Heights	Construct sidewalks in the Rothwell Heights neighborhood around Faurot and Rollins Road	Columbia
CD/Local	Bike/Ped	Shepard	Construct sidewalks along Shepard Boulevard to connect Old Highway 63 to the current sidewalks on Shepard that begin at Danforth intersection	Columbia
CD/Local	Bike/Ped	Trails West	Install a sidewalk or bicycle lane on Trails West Drive in Columbia between the Trails West subdivision and Midway Elementary School	Columbia
CD/Local	Bike/Ped	Vandiver	Add sidewalks on Vandiver Road extension out to Bass Pro Shop	Columbia
CD/Local	Bike/Ped	West	Construct sidewalks along West Boulevard between Broadway and Stadium Boulevards	Columbia
CD/Local	Bike/Ped	Greenway Trail	Construct a Greenway Trail addition under MO 179 north of Frog Hollow Road in Jefferson City	Jefferson City
CD/Local	Bike/Ped	Main	Construct a protective crosswalk for bike/ped to get across Main Street in Jefferson City once off the bike/ped bridge	Jefferson City
CD/Local	Bike/Ped	Renz Farm	Construct directional signage in Cedar City/North Jefferson City to direct bicyclists through Cedar City and down Walnut Street to the new bike/ped bridge	Jefferson City
CD/Local	Bike/Ped	West Business 50	Construct sidewalks or shoulders on W. Business 50 to connect Henwick Lane/St. Martins to Country Club Dr. to Binder Park area	Jefferson City



### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD/Local	Bike/Ped	W. McCarty	Install a crosswalk on West McCarty Street in Jefferson City to allow access from the Truman Bldg to parking lots on other side	Jefferson City
CD/Local	Bike/Ped	Wears Creek	Construct the greenway along Wears Creek to connect the Dunklin Street Trailhead to Main Street to state parking lots	Jefferson City
CD/Local	Bike/Ped	Various	Construct bike lanes on routes around Lebanon	Lebanon
CD/Local	Bike/Ped	Old St. James	Construct a shoulder or bike lane on Old St. James Road between Rolla and I-44 Exit #189	Rolla
CD/Local	Bike/Ped	Ichord	Construct sidewalks along Ichord Ave. to the Route T junction in Waynesville	Waynesville
CD/Local	Bike/Ped	Old Rt. 66	Construct sidewalks and crosswalks on Old Route 66 from Casey's store to Cash James Loop in Waynesville	Waynesville
CD/Local	Bike/Ped	Katy Trail bridge	Install 'narrow lane' signs and a stripe a bike lane each way over the Katy Trail bridge at Jeff City	DNR
CD/Local	Bike/Ped	Eastland Dr.	Elm St. to Bald Hill Rd. in Jefferson City (sidewalks)	\$.2 - \$.3
CD/Local	Bike/Ped	Industrial Dr.	Dix Rt. to McCarty St. in Cole County (sidewalks, curb and gutter, repavement, bike lanes)	\$1.5 - \$2
CD/Local	Bike/Ped	Bike/Ped	Karen Dr. sidewalk from Simon Blvd. to Center St. in Holts Summit	\$.5 - \$1
CD	Highway	19	Add signing to improve safety	\$.01 - \$.02
CD	Highway	TT	Construct a pedestrian crossing on Route TT between MO 740 and Fairview in Columbia	\$.01 - \$.4
CD	Highway	H	Safety improvements to two steep hills positioned back to back that cause concern during winter weather conditions	\$.01 - \$2
CD	Highway	28	Improve roadway curve at Dixon middle school	\$.02 - \$2
CD	Highway	TT	Traffic control (guardrail) needed 2.7 miles from Route AW	\$.03 - \$.05
CD	Highway	17	Zeigenbein Road intersection improvement near F Hwy - in Waynesville	\$.05 - \$.1
CD	Highway	63	Pedestrian improvements, including a crossing, needed near State Street	\$.05 - \$.1
CD	Highway	O	Address flooding issues (drainage pipe cleaning and deeper ditches needed)	\$.05 - \$.1

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Highway	47	Fix the rutted pavement on MO 47 near Route 30	\$.05 - \$.10
CD	Highway	19	Address a dangerous intersection due to sight limitations to improve safety	\$.05 - \$.3
CD	Highway	Y	Improve geometrics and add signs to the dangerous curves from 1 mile west of Route E and Y	\$.05 - \$.2
CD	Highway	19	Safety Improvements	\$.07 - \$.10
CD	Highway	44	Fix/repair Stoutland bridge approaches at I-44	\$.08 - \$.2
CD	Highway	8	Entrance road into airport may need another entrance onto Highway 8	\$.1 - \$.2
CD	Highway	28	Guardrail needed on Gasconade River Hill	\$.1 - \$.2
CD	Highway	T	Geometrics (bad angle at intersection)	\$.1 - \$.2
CD	Highway	8	Improve visibility pulling out of Dogwood Lane	\$.1 - \$.5
CD	Highway	50	Install a no parking sign at Loose Creek Oil where cars park and block sight distance	\$.1 - \$.5
CD	Highway	64	Intersection improvements at Route 64 and McClurg Drive, west of Lebanon	\$.1 - \$.5
CD	Highway	Providence	Construct a wider shoulder on Providence Road from the pedestrian bridge at Faurot Field south to parking lots in Columbia to accommodate bike-ped movements	\$.125 - \$.3
CD	Highway	44	Add guardrail on I-44 eastbound from Jerome to Sugartree	\$.15 - \$.2
CD	Highway	66	Install shoulders on Route 66 in Cuba	\$.15 - \$.2
CD	Highway	63	Acceleration Lane for Northbound U.S. 63 at Route 68 junction.	\$.2 - \$.3
CD	Highway	FF	Replace Norman Creek Bridge	\$.2 - \$.3
CD	Highway	H	Intersection of Route H and Southside Drive in Waynesville	\$.2 - \$.3
CD	Highway	B	Add shoulders on Route B from Centralia to Hallsville	\$.2 - \$.4
CD	Highway	19	Safety need (sight distance concern) from Owensville side (southbound)	\$.2 - \$.5

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Highway	K	Resurface Route K in Osage County	\$.23 - \$.24
CD	Highway	44	Repair rough pavement on I-44 after final exit out of Rolla	\$.25 - \$.5
CD	Highway	E	Construct shoulders on Route E from Troop I headquarters to Route Y in Rolla	\$.25 - \$.5
CD	Highway	UU	Resurface Route UU in Callaway County	\$.25 - \$.5
CD	Highway	Y	Address flooding concern	\$.25 - \$.5
CD	Highway	B	Construct shoulders on Route B from MO 68 to Country Road 1000 in St. James	\$.3 - \$.4
CD	Highway	C	Realign intersections to improve sight distance	\$.3 - \$.4
CD	Highway	7	Dip in front of Deb Adkin's house	\$.3 - \$.5
CD	Highway	8	Improve roadway intersection sight distance at Route E	\$.3 - \$.5
CD	Highway	21	Address blind spot south of Delbridge Road	\$.3 - \$.5
CD	Highway	32	Pedestrian overpass needed at Salem middle school	\$.3 - \$.5
CD	Highway	42	Bridge improvements over Little Maries River	\$.3 - \$.5
CD	Highway	44	Construct a pedestrian bridge over I-44 between Waynesville High School and residential areas on other side	\$.3 - \$.5
CD	Highway	BB	Add shoulders to curve 5 miles east of Rolla	\$.3 - \$.5
CD	Highway	N	Bridge improvements over Rodgers County Road	\$.3 - \$.6
CD	Highway	19	Improve drainage on Route 19 in Hermann, includes Route 19/6th Street	\$.3 - \$.8
CD	Highway	E	Resurface Route E around Hermann	\$.31 - \$.36
CD	Highway	54	Improve the U.S. 54 and Brown Road intersection south of Jefferson City	\$.4 - \$.5
CD	Highway	B	Safety improvements including adding shoulders	\$.4 - \$.5

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Highway	19	Replace narrow Gladden creek bridge	\$.4 - \$.6
CD	Highway	63	Lengthen south bound acceleration lane at Route A	\$.4 - \$.6
CD	Highway	63	Lengthen acceleration lane to top of hill north of Gasconade River Bridge	\$.4 - \$.6
CD	Highway	HH	Resurface to improve safety	\$.4 - \$.6
CD	Highway	47	Replace bridge over Mill Country Road (safety concern - load limited)	\$.5 - \$.6
CD	Highway	B/M/W	Construct a roundabout in Wardsville at the intersection of Routes B, W and M	\$.5 - \$.7
CD	Highway	C	Widen Little Bourbouse River bridge	\$.5 - \$.7
CD	Highway	BB	Construct shoulders on Route BB from Lovers Lane to Country Club Drive near Rolla	\$.5 - \$.75
CD	Highway	8	Upgrade sidewalks on Route 8 for ADA compliance	\$.5 - \$1
CD	Highway	19	Upgrade sidewalks on Route 19 to address ADA	\$.5 - \$1
CD	Highway	19	Replace the Crook Bridge (Salem area)	\$.5 - \$1
CD	Highway	19	Replace the Gladden Valley Bridge (Salem area)	\$.5 - \$1
CD	Highway	19	Replace the Voss Bridge (Salem area)	\$.5 - \$1
CD	Highway	42	Safety improvements at the 'Y' intersection	\$.5 - \$1
CD	Highway	42	Make improvements to the intersection including turn lanes and adding a signal to address traffic flow issues	\$.5 - \$1
CD	Highway	63	Upgrade sidewalks on Route 63 for ADA compliance	\$.5 - \$1
CD	Highway	63	Safety improvements at the 'Y' intersection	\$.5 - \$1
CD	Highway	63	Safety improvements to intersection of Route E/63	\$.5 - \$1
CD	Highway	100	Safety improvements at the intersection with Route J, 6 miles west of Hermann	\$.5 - \$1

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Highway	44	Upgrade sidewalks on the Route 44 spur for ADA compliance	\$.5 - \$1
CD	Highway	49	Widen Dry Fork Creek Bridge	\$.5 - \$1
CD	Highway	50/63	Fix the left lane configuration where US 50/63 crosses the Osage River	\$.5 - \$1
CD	Highway	CC	Improve geometrics at the sharp curve at Country Road Drive 7060	\$.5 - \$1
CD	Highway	E	Improve drainage and address flooding at end of the road on Route E as residents are trapped during high water	\$.5 - \$1
CD	Highway	M	Resurface and add shoulders on Route M between Taos and Wardsville	\$.5 - \$1
CD	Highway	PP	Make roadway, surface improvements to shoulders and alignment	\$.5 - \$1
CD	Highway	63	Construct improvements to curve on Route 63 at County Roads 209 & 302.	\$.5 - \$2
CD	Highway	163	Paint curbs at U.S. 163 and Mick Deaver Drive intersection in Columbia	\$.5 - \$2.5
CD	Highway	19	Geometric improvements, including straightening and signing, from Cuba South City Limits to Route O (including 19/O intersection)	\$.5 - \$2.5
CD	Highway	AC	Safety improvements and shoulders	\$.8 - \$1
CD	Highway	C	Safety improvements needed from Route 28 to Route 133 near Dixon - road has rolling hills and buggies travel regularly on it.	\$.8 - \$1
CD	Highway	H	Add shoulders from Jefferson County to Route 47.	\$.8 - \$1
CD	Highway	Highway	Bridge improvements	\$.8 - \$1
CD	Highway	TT	Raise roadway over Crooked Creek to address flooding	\$.8 - \$1
CD	Highway	MO	Add a turn lane on MO Boulevard at Corwin Honda in Jefferson City	\$.8 - \$1.1
CD	Highway	N	Raise roadway due to Meramec River flooding concern on Bourbon side	\$.8 - \$1.2
CD	Highway	N	Raise roadway due to White creek flooding	\$.8 - \$1.3
CD	Highway	E	Make safety improvements and add shoulders	\$.8 - \$1.5

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Highway	W	Widen Route W in Camden County	\$1 - \$1.2
CD	Highway	19	Widen the MO 19 bridge and improve sidewalks to Frene Creek bridge in Hermann	\$1 - \$1.5
CD	Highway	72	Upgrade sidewalks on Route 72 for ADA compliance	\$1 - \$1.5
CD	Highway	32	Replace bridge over Cedar Creek	\$1 - \$1.5
CD	Highway	8	Add shoulders	\$1 - \$1.5
CD	Highway	AC	Widen Route AC in Laclede County and include rumble strips and chevrons on curves	\$1 - \$1.5
CD	Highway	E	Add shoulders to improve safety on Route E across Osage County	\$1 - \$1.5
CD	Highway	H	Add shoulders and rumbles to improve safety	\$1 - \$1.5
CD	Highway	54	Scour mitigation on the eastbound US 54 bridge over the Missouri River in Jefferson City	\$1 - \$1.5
CD	Highway	M	Make safety and ADA improvements including adding shoulders in Belle	\$1 - \$1.5
CD	Highway	U	Add shoulders from Miller County to Route 17	\$1 - \$1.5
CD	Highway	VV	Safety improvements and shoulders	\$1 - \$1.5
CD	Highway	U	Make safety improvements to the s-curves and dips in the road drop off at Yonker Road and widen the one-lane culvert north of John Smith Road	\$1 - \$12
CD	Highway	32	Add shoulders and resurface Route 32	\$1 - \$2
CD	Highway	63	Construct pedestrian overpass at 10th street in Rolla	\$1 - \$2
CD	Highway	28	Increase height at BNSF Railroad bridge over Route 28 by lowering roadway	\$1 - \$2
CD	Highway	Business 54	Improve MoDOT's bridge section of the Bagnell Dam on Business 54	\$1 - \$2
CD	Highway	F	Address dangerous curves	\$1 - \$2
CD	Highway	Y	Safety improvements on Rte Y including geometrics (visibility at intersections) and adding shoulders	\$1 - \$3



### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Highway	B	Replace Bourbeuse River Bridge	\$1.25 - \$1.5
CD	Highway	UU	Construct shoulders on South Route UU from North Route UU to U.S. 40	\$1.3 - \$1.8
CD	Highway	32	Add shoulders in Bismark	\$1.5 - \$2
CD	Highway	119	Make safety improvements and add shoulders	\$1.5 - \$2
CD	Highway	124	Construct a shoulder on MO 124 between Centralia and Hallsville	\$1.5 - \$2
CD	Highway	68	Improve traffic flow by reducing on street parking and restriping roadway in St. James from Route KK to south city limits	\$1.5 - \$2
CD	Highway	E	Roadway shoulders needed out of Rolla	\$1.5 - \$2
CD	Highway	MM	Widen Route MM in Laclede County and install rumble strips	\$1.5 - \$2
CD	Highway	PP	Construct shoulders on Route PP	\$1.5 - \$2
CD	Highway	T	Make bridge improvements	\$1.5 - \$2
CD	Highway	T	Make safety improvements and add shoulders	\$1.5 - \$2
CD	Highway	UU	Construct a shoulder on Route UU from Midway to the west side of Boone County	\$1.5 - \$2
CD	Highway	54	Construct shoulders on U.S. 54 between Wal-Mart and the U.S. 54 Bridge over the Big Niangua in Camdenton	\$1.5 - \$2.5
CD	Highway	Business Route 50	Construction of additional sidewalks along the south and north side of Business Route 50 (Missouri Boulevard) in Jefferson City	\$1.5 - \$2.5
CD	Highway	WW	Add shoulders to Route WW in Columbia from U.S. 63 to Rangeline Road	\$1.7 - \$2.5
CD	Highway	19	Add third lane on Highway 19 by High School from Highway 28/Highway 19 junction to North City Limits sign	\$2 - \$2.5
CD	Highway	54	Improve the Summit Drive/Route 54 interchange in Holts Summit by adding two ramps to the north	\$2 - \$2.5
CD	Highway	68	Add shoulders and resurface Route 68	\$2 - \$2.5
CD	Highway	87	Construct shoulders on MO 87 from California to Olean to provide safety improvements	\$2 - \$2.5

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Highway	135	Install shoulders on MO 135 from Pilot Grove to I-70	\$2 - \$2.5
CD	Highway	68	Add shoulders for entire length of Route 68 within the county	\$2 - \$2.5
CD	Highway	B	Address dangerous curve by adding shoulders and changing alignment	\$2 - \$2.5
CD	Highway	B	Add shoulders from Gasconade line to Route 68	\$2 - \$2.5
CD	Highway	BB/F	Widen and install shoulders with rumble strips on Routes BB and F in Laclede County	\$2 - \$2.5
CD	Highway	E	Make safety improvements and add shoulders	\$2 - \$2.5
CD	Highway	J/K	Construct shoulders and rumble strips on Routes J and K in Phelps County	\$2 - \$2.5
CD	Highway	M	Make safety improvements and add shoulders	\$2 - \$2.5
CD	Highway	O	Construct a shoulder on Route O from Huntsdale to I-70	\$2 - \$2.5
CD	Highway	T	Add roadway shoulders and safety improvements to curves	\$2 - \$2.5
CD	Highway	Various	Eliminate one-lane bridges in Callaway County	\$2 - \$2.5
CD	Highway	32	Add shoulders from Highway 72 south junction to Viburnum in Iron County	\$2 - \$3
CD	Highway	B	Straighten Route B from Wardsville to Meta	\$2 - \$3
CD	Highway	Z	Resurface Route Z through Devil's Elbow near Morgan Heights	\$2 - \$5
CD	Highway	133	Make safety improvements including adding shoulders to Route 133 across Osage County	\$2.5 - \$3
CD	Highway	A	Make safety improvements and add shoulders	\$2.5 - \$3
CD	Highway	A	Add roadway shoulders	\$2.5 - \$3
CD	Highway	K	Safety improvements / and shoulders	\$2.5 - \$3
CD	Highway	KK	Add shoulders from St. James to Cuba	\$2.5 - \$3

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Highway	V	Provide shoulder improvements to Route V north of St. James to allow for a loop on MO 68 and Route V for bicycle use	\$2.5 - \$3
CD	Highway	V	Construct shoulders on Route V in Phelps County	\$2.5 - \$3
CD	Highway	Y	Construct shoulders on Route Y in St. Roberts to Riddle Bridge	\$2.5 - \$3.5
CD	Highway	BB/PP	Resurface Route BB and PP in Callaway County	\$3 - \$3.5
CD	Highway	Z	Improvements for smoother surface	\$3 - \$3.5
CD	Highway	28	Make safety improvement and add shoulders	\$3 - \$4
CD	Highway	J	Improve roadway to reduce flooding, including new bridge from 7 miles south of I-44 to Spring Creek	\$3 - \$4
CD	Highway	44	Improve vertical clearance under the BNSF Bridge on I-44 east of Phillipsburg	\$3 - \$5
CD	Highway	72	Construct shoulders on MO 72 between MO 32 and MO 72 junction	\$3 - \$5
CD	Highway	J	Construct shoulders on Route J in Dent County to make more bike friendly	\$3 - \$5
CD	Highway	B	Make safety improvements and add shoulders	\$3.5 - \$4
CD	Highway	C	Install shoulders on Route C from Jefferson City to High Point	\$3.5 - \$7
CD	Highway	44	Construct I-44 pedestrian/bicycle overpass for the students in Rolla with access to Vichy Road and Fraternity Drive	\$4 - \$5
CD	Highway	100	Make safety improvements and add shoulders	\$4 - \$5
CD	Highway	133	Make safety improvements and add shoulders	\$4 - \$5
CD	Highway	240	Construct shoulders on MO 240 spur from Fayette to US 40	\$4 - \$5
CD	Highway	44	Add turn lanes at county road intersections to improve traffic control and reduce congestion	\$4 - \$5
CD	Highway	E	Add shoulders to Route E between Columbia and Harrisburg	\$4 - \$5
CD	Highway	F	Construct shoulders on Route F in Phelps County	\$4 - \$5

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Highway	J	Construct shoulders on Route J from I-270 to MO 124	\$4 - \$5
CD	Highway	O	Construct shoulders on Route O to Anutt in Phelps County	\$4 - \$5
CD	Highway	BB	Construct shoulders on Route BB from Independence Road to St. James	\$4 - \$6
CD	Highway	19	Make safety improvements and add shoulders	\$5 - \$6
CD	Highway	17	Construct shoulders on MO 17 from US 54 to Iberia	\$5 - \$7
CD	Highway	Z	Construct shoulders on Route Z from Rangeline Road to Centralia	\$5 - \$7
CD	Highway	32	Improve alignment of Route 32, east of Lebanon, to accommodate safer travel	\$5 - \$7.5
CD	Highway	40	Construct shoulders on US 40 from I-70 to Boonville	\$5 - \$7.5
CD	Highway	63	Interchange improvements at Route 63/WW in Columbia	\$5 - \$7.5
CD	Highway	5	Complete the widening of MO 5 north of Lebanon to increase the lane widths and add shoulders	\$5 - \$10
CD	Highway	42	Straighten MO 42 to improve safety	\$5 - \$10
CD	Highway	54	New interchange on Route 54 at Route E near Brazito	\$5 - \$10
CD	Highway	44	Add ramps to the Route FF overpass to provide economic development	\$5 - \$10
CD	Highway	179	Add or widen shoulders on MO 179	\$5 - \$15
CD	Highway	179	Construct shoulders on MO 179 from Jefferson City to I-70	\$5 - \$15
CD	Highway	89	Make safety improvements and add shoulders on Route 89 across entire county	\$6 - \$7
CD	Highway	185	Add shoulders and improve vertical alignment from Crawford County line to Route 8	\$6 - \$7
CD	Highway	28	Make safety improvements and add shoulders	\$6 - \$8
CD	Highway	28	Install shoulders on MO 28 from Rosebud to Owensville to Bland to Belle	\$6 - \$8

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Highway	124	Construct shoulders on MO 124 from U.S. 63 to Fayette	\$6 - \$8
CD	Highway	EE	Construct shoulders on Route EE from Route J to Route W to Fayette	\$6 - \$8
CD	Highway	Highway	Repaint steel and scour mitigation on the westbound U.S. 54 Bridge over the Missouri River in Jefferson City	\$7 - \$8
CD	Highway	49	Add shoulders to improve safety (45 miles)	\$7.5 - \$10
CD	Highway	19	Install shoulders on MO 19 from Drake to Owensville to Cuba	\$8 - \$10
CD	Highway	54	Construct new interchange at Route W	\$8 - \$10
CD	Highway	Various	Fund the Transportation Enhancement Program \$1 million per year	\$10 - \$20
CD	Highway	54	New interchange on Route 54 at Route V in Linn Creek	\$10 - \$15
CD	Highway	63	Improve existing divided highway crossovers on Route 63 between Jefferson City and Columbia	\$10 - \$15
CD	Highway	PP	Widen Route PP to include shoulders, turning lanes and sidewalks in Northeast Columbia to accommodate the addition of Battle High School	\$10 - \$15
CD	Highway	54	Improve existing divided highway crossovers on Route 54 for safer travel	\$15 - \$20
CD	Highway	87	Construct shoulders on MO 87 from Glasgow to Eldon	\$18 - \$20
CD	Highway	Various	Keep interstate bridges in good condition	\$20 - \$25
CD	Highway	19	Construct shoulders for bicyclists on MO 19 between Steelville and Winona	\$25 - \$35
CD	Highway	63	Construct Route 63 alternate route around Rolla	\$25 - \$50
CD	Highway	70	Improve the I-70 / Route 63 interchange in Columbia	\$25 - \$50
CD	Highway	100	Construct shoulders on MO 100 from Linn to St. Louis	\$25 - \$50
CD	Highway	F/TT/MM	Complete 2-lane roadway (Route 242) from west of the Toll Bridge to Route 5 (Rte. F, TT & MM)	\$25 - \$50
CD	Highway	94	Construct shoulders on MO 94 from Jefferson City to St. Peters	\$30 - \$35

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Highway	54	Convert Route 54 into an Interstate roadway between Jefferson City and I-70	\$30 - \$50
CD	Highway	50/63	Improve the U.S. 50, 63 and 54 interchange (Tri-level) in Jefferson City	\$30 - \$50
CD	Highway	Highway	Improve access to the Callaway Nuclear Plant	\$30 - \$50
CD	Highway	32	Construct shoulders for bicyclists on MO 32 between Lebanon and Caledonia	\$40 - \$50
CD	Highway	68	Grading and paving for 2-lane relocation and add shoulders from Route 63 to Phelps County line	\$40 - \$50
CD	Highway	8	Improve roadway to four lane expressway	\$40 - \$50
CD	Highway	Highway	Construct a new Missouri River Bridge at Chamois	\$40 - \$55
CD	Highway	63	Upgrade U.S. 63 from Columbia to Jefferson City to interstate standards	\$45 - \$75
CD	Highway	44	Construct continuous north and south outer roads to improve safety, increase economic development and improve functionality	\$50 - \$60
CD	Highway	54	Upgrade U.S. 54 by building a freeway bypass east of Kingdom City with new interchange at I-70	\$50 - \$60
CD	Highway	44	Approximately 25 miles of safety improvements and continuous North and South outer roadways needed for economic development	\$50 - \$70
CD	Highway	50/63	Improve Route 50/63 in Jefferson City (Whitton Expressway) from Clark Avenue to Missouri Boulevard	\$50 - \$75
CD	Highway	63	Construct another Missouri River Bridge in Jefferson City to connect 63 so traffic doesn't have to go on US 50 through Jeff City	\$55 - \$100
CD	Highway	740	Extension of Route 740 as 4-lane road between Route 63 and I-70 in Columbia	\$65 - \$90
CD	Highway	70	Extend Scott Boulevard including the interchange at I-70	\$75 - \$100
CD	Highway	50/63	Expand U.S. 50/63 in Jefferson City to six lanes from Broadway Street to Eastland Drive	\$75 - \$100
CD	Highway	17	Make geometric improvements including changes to alignment, adding shoulders and constructing four-lane	\$80 - \$100
CD	Highway	50	Complete Route 50 as a four-lane highway from Sedalia to California	\$120 - \$140



### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Highway	5	Construct a shared four-lane improvement along Route 5 on the west side of the Lake of the Ozarks	\$145 - \$160
CD	Highway	21	Improve Route 21 to expressway from Jefferson County to Iron County	\$150 - \$170
CD	Highway	70	Replace the I-70 Rocheport Bridge over the Missouri River	\$150 - \$175
CD	Highway	8	Improve existing Route 8 to an expressway from Crawford County to St. Francois County.	\$150 - \$180
CD	Highway	8	Improve approximately 28 miles of roadway to a four lane expressway from Phelps to Washington County, especially Steelville city limits to Cedar Lane.	\$150 - \$200
CD	Highway	50	Widen U.S. 50 by including a third-lane to improve safety until a four-lane corridor can be completed years down the road	\$200 - \$250
CD	Highway	Various	Keep interstate pavements in good condition	\$225 - \$270
CD	Highway	Various	Keep bridges (non-interstate, less than 1,000 ft.) in good condition	\$245 - \$290
CD	Highway	42	Grading and paving for 2 new lanes and paved shoulders from Miller County line to Osage County line	\$250 - \$300
CD	Highway	63	Construct four-lane roadway of Route 63 from Route 50 in Cole County to north of Rolla	\$250 - \$300
CD	Highway	740	Construct grade-separate intersection at MO 740 and Providence Road in Columbia	\$300 - \$360
CD	Highway	Various	Keep minor roads in good condition	\$330 - \$350
CD	Highway	70	Build bypass of I-70 around Columbia	\$350 - \$400
CD	Highway	Various	Keep major roads (non-interstate) in good condition	\$380 - \$400
CD	Highway	50	Complete the four-lane of Route 50 from west of Linn to Union	\$400 - \$450
CD	Highway	Various	Extend Rt. 179 as a dual divided facility following the alignment of Rt. B to south of the Moreau River and continuing outside of the river to Rt. 50 at Militia Drive in Cole County	\$50 - \$60
CD	Highway	B	Add 4-6 foot shoulders on Route B from Wardsville to Meta in Osage and Cole Counties	\$5 - \$6

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Highway	54	Improve Madison St. exit on Westbound Rt. 54 in Cole County	\$.05 - \$.1
CD	Highway	179	Edgewood Dr. to Sue Dr. in Jefferson City (curb and gutter, three lanes)	\$3 - \$4
CD	Highway	50/63	Clark Ave. roundabout N. and S. in Jefferson City (interchange improvements)	\$1.5 - \$2
CD	Highway	B	Lorenzo Greene Dr. to MO Rt. M Wardsville in Jefferson City (paved shoulders)	\$.5 - \$1
CD	Highway	54	Missouri River Bridge to US 63 E. and W./ Rte. 94 in Jefferson City	\$1.3 - \$1.5
CD	Highway	50/63	Shamrock Rd. to Liberty Ln. in Jefferson City	\$.2 - \$.5
CD	Highway	Old 54/Summit Dr.	Old US 54 at Summit Dr. in Holts Summit	\$.4 - \$.5
CD	Highway	Various	New southwest arterial corridor - Cole County Parkway, US 50 to US 54 Bypass	Unknown
CD	Highway	New Northwest Arterial Corridor	Rainbow Dr. to MO Rt. 179 bypass in Jefferson City	\$30 - \$35
CD	Highway	Interstate Designation for US 54	Bypass "I-54" from Hannibal, Missouri to I-44 at Lebanon, Missouri	Unknown
CD	Highway	50	Business 50 resurfacing in St. Martins	\$.2 - \$.25
CD	Highway	54	E. Simon Blvd. overpass to US 54 NB exit and entrance, E. Simon Blvd. /US54 roundabout/intersection improvement - Holts Summit	\$.75 - \$1
CD	Highway	00/54	E. Simon Blvd. overpass shoulder improvements from Rt. 00 to US 54 in Holts Summit	\$.1 - \$.2
CD	Highway	Center St./54	Center Street overpass shoulder improvements from Center St. to US 54 in Holts Summit	\$.1 - \$.2
CD	Highway	54/Center St.	Center Street/US54 Roundabout from US 54 N. to E. Center St. in Callaway County	\$.75 - \$1
CD	Highway	54/63	Install second bridge on 54/63 (northbound) -- bypass needed in Cole County	\$70 - \$100
CD	Highway	Rex Whitton Expressway	Whitton Expressway study improvements in Cole County	\$20 - \$40

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Highway	Various	Widen intersections - 179/Industrial Drive, Dix/Industrial in Cole County	\$.8 - \$1
CD	Highway	54	Improve signage on US 54 EB in Cole County	\$.2 - \$.5
CD	Highway	54/70	Install truck stop/rest area in Kingdom City nearest fuel access in Callaway County	\$10 - \$15
CD	Highway	Various	Extend Rt. 179 as a dual divided facility following the alignment of Rt. B to south of the Moreau River and continuing outside of the river to Rt. 50 at Militia Drive in Cole County	\$50 - \$60
CD	Highway	70	Reduce the speed limit for trucks through Columbia on I-70	Policy request
CD	Highway	70	Implement tolls on I-70 to improve interstate and free money for other transportation needs	Policy request
CD	Highway	Highway	Pave all county road approaches to state roadways	Policy request
CD	Highway	Highway	Asphalt all the county road approaches along the state highways	Policy request
CD	Highway	Highway	Institute no texting laws or ban cell phones completely	Policy request
CD	Highway	Various	Construct more diverging-diamond interchanges and roundabouts to improve safety and ease congestion	Policy request
CD	Highway	Various	Create a tolling system for appropriate facilities like I-70 or major river bridges	Policy request
CD	Highway	Various	Address low-water crossings across the state	Policy request
CD	Highway	F	Address trash/tire disposal as debris/trash floats down and clogs culverts	Unknown
CD	Highway	Various	Boone County infrastructure planning is needed well in advance of actual development	Unknown
CD/Local	Highway	Scott Station Rd.	Truman Blvd. to Ten Mile Dr. in Jefferson City (signal and sidewalk)	\$.3 - \$.4
CD/Local	Highway	Truman Blvd.	Constitution to Missouri Blvd. in Jefferson City (sidewalk and signals)	\$.8 - \$1
CD/Local	Highway	Country Club Dr.	Truman Blvd. to Rainbow Dr. in Jefferson City (traffic circle at Rainbow)	\$.5 - \$1
CD/Local	Highway	Dix Rd.	Missouri Blvd. to W. Main St. in Jefferson City	\$2.8 - \$3

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD/Local	Highway	Monroe St.	Atchison to Tanner Bridge Rd. in Jefferson City (widen, sidewalks, 2 way)	\$ .7 - \$1
CD/Local	Highway	S. Country Club Dr.	Missouri Blvd. to W. Edgewood Dr. in Jefferson City (widen, sidewalks, 2 way)	\$1.3 - \$2
CD/Local	Highway	Stadium Blvd.	Jefferson St. to Adams St. in Jefferson City (interchange improvements)	\$3 - \$4
CD/Local	Highway	Ellis Blvd.	Christy Dr. to Mo Rt. C in Jefferson City (interchange improvements)	\$2 - \$3
CD/Local	Highway	Ellis Blvd.	Lorenzo Greene Dr. to Green Berry Rd. in Jefferson City (curb gutter, greenway)	\$1.5 - \$2
CD/Local	Highway	C	MO Rt. 179 to Rumsey Ln. in Jefferson City	\$1.8 - \$2
CD/Local	Highway	Stadium Blvd.	Stadium Blvd. at Southwest Blvd. (Jefferson St. to Edgewood, widening, signals) in Jefferson City	\$3 - \$4
CD/Local	Highway	Various	Eastwood to Skyview (connection between the two) in Jefferson City	\$ .15 - \$ .30
CD/Local	Highway	Various	E. Miller to Eastland Dr. (connection with each other, extend Miller) in Jefferson City	\$ .6 - \$1
CD/Local	Highway	Various	Schotthill Woods Dr. to Schotts Rd. in Jefferson City	\$2 - \$3
CD/Local	Highway	Various	Militia Drive Extension, US 50/63 to Liberty Rd. in Jefferson City	\$4.5 - \$5
CD/Local	Highway	Skyview Dr.	Woodlander RD. to E. McCarty St. in Jefferson City	\$ .1 - \$ .2
CD/Local	Highway	Schott Rd.	Schotthill Woods Rd. to E. McCarty St. (curb and gutter, sidewalks) in Jefferson City	\$0.7 - \$1
CD/Local	Highway	Wildwood extension	RockRidge Rd. to W. Edgewood Dr. in Jefferson City	\$2 - \$3
CD/Local	Highway	Mission Dr.	Hwy. 179 to Rock Ridge Rd. in Jefferson City	\$5 - \$6
CD/Local	Highway		Increase downtown parking (2 parking garages) in Jefferson City	\$8 - \$9
CD/Local	Highway		County Park Road curb and gutter in Cole County	\$8 - \$9
CD/Local	Highway	Rainbow Drive	Rainbow Drive upgrade Cole County	\$5 - \$6
CD/Local	Highway	Center St.	Center Street surface improvement Holts Summit	\$ .2 - \$ .3

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD/Local	Highway	Halifax Rd./Center St.	Center St. /Halifax Intersection Improvements Holts Summit	\$ .3 - \$.4
CD/Local	Highway	C	Curb and gutter on Rock Ridge Road in Cole County	\$1.5 - \$2
CD/Local	Highway	Loesch	Upgrade Loesch Road. gravel road from Zion Road to Moreau River in Cole County	\$.5 - \$.6
CD/Local	Highway	Monticello	Upgrade Moreau Ridge Road gravel road from Monticello Road to end of road in Cole County	\$.6 - \$.7
CD/Local	Highway	Shepard Hill Rd.	Upgrade Shepard Hills Rd. in Cole County	\$1 - \$2
CD/Local	Highway	Old K	Install shoulders on Old Route K in Boone County (parallel to Providence Road)	Boone County
CD/Local	Highway	St. Charles	Construct shoulders on St. Charles Road	Boone County
CD/Local	Highway	Old U.S. 50	Construct shoulders on Old U.S. 50 in Cole and Moniteau counties	Cole/Moniteau
CD/Local	Highway	Ashland	Resurface old Ashland Road between Old U.S. 63 and the old pedestrian bridge	Columbia
CD/Local	Highway	LeMone	Construct a roundabout to include signalized pedestrian crossing at LeMone/Lenoir Street/New Haven Avenue in Columbia	Columbia
CD/Local	Highway	Chapel Hill	Construct shoulders on Chapel Hill Road from Scott Boulevard, to Route UU, to Route O, to Huntsdale	Columbia
CD/Local	Highway	K	Construct shoulders on Old Route K in Boone County	Columbia
CD/Local	Highway	New Haven	Construct shoulders on New Haven Road between Rangeline Road and U.S. 63	Columbia
CD/Local	Highway	Nifong	Construct shoulders on Nifong Boulevard from Providence to Scott Boulevard	Columbia
CD/Local	Highway	Rangeline	Construct shoulders on Rangeline Road from Richland Road to Route Y	Columbia
CD/Local	Highway	S. Old Mill Creek	Construct shoulders on South Old Mill Creek from Route KK to Route K	Columbia
CD/Local	Highway	S. Scott	Construct shoulders on South Scott Boulevard from Route KK to Route K	Columbia
CD/Local	Highway	Scott	Construct shoulders on Scott Boulevard	Columbia
CD/Local	Highway	Summit	Construct shoulders on Summit Drive in Holts Summit to and from the Katy Trail	Holts Summit

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD/Local	Highway	Walnut	Construct shoulders on Walnut Street in Holts Summit to the Missouri River bike/ped bridge	Holts Summit
CD/Local	Highway	Prison Redevelopment	Connect Marshall Street to Ellis Porter / Riverside Park near the Prison Redevelopment site in Jefferson City, also connecting the Adrian's Island riverfront	Jefferson City
CD/Local	Highway	Old St. James	Construct shoulders on Old St. James Road from Rolla to St. James	Phelps
CD/Local	Highway	Northwye, Old Route 66	Construct shoulders on Northwye (aka North outer road, Old Route 66 or Country Road 2020) in Rolla	Rolla
CD/Local	Highway	Old St. James	Construct shoulders on Old St. James Road from McCutchen Drive to Route V near Rolla	Rolla
CD	Rail	47	Address roughness at rail road crossing at Buckman Hill	\$0.05 - \$0.10
CD	Rail	Rail	Provide amtrak feeder bus service from Columbia to Jefferson City	\$0.3 - \$0.4
CD	Rail	44	Make passing improvements to I-44 such as added climbing lanes	\$0.5 - \$1
CD	Rail	Rail	Construct a shuttle service between Columbia and Jefferson City for MO River Runner	\$0.5 - \$1 /year
CD	Rail	Rail	Provide an additional AMTRAK stop in California	\$1 - \$5
CD	Rail	DD	Make safety improvements and add shoulders	\$1.5 - \$2
CD	Rail	P	Make safety improvements and add shoulders	\$1.5 - \$2
CD	Rail	Rail	Construct the Hermann universal crossover to improve the MO River Runner train service	\$3 - \$4
CD	Rail	Rail	Construct third mainline rail track in Cole County (Jefferson City) to better accommodate the MO River Runner trains	\$4 - \$5
CD	Rail	Rail	Construct the Bonnots Mill universal crossover to improve the MO River Runner train service	\$4 - \$5
CD	Rail	Rail	Improvements at the Jefferson City Amtrak station	\$5 - \$10
CD	Rail	Rail	Construct a new train station in Jefferson City	\$10 - \$11
CD	Rail	Rail	Upgrade the Ozark Valley Railroad (privately owned) to increase industrial development around Fulton	\$10 - \$50



### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Rail	Rail	Convert the COLT railroad into light commuter rail	\$115 - \$120 (\$100M/mile plus \$15M/yr. for operations)
CD	Transit	Transit	Continue/expand OATS services from Macon to Columbia	\$3.5 - \$4
CD	Transit	Transit	Continue/expand OATS services from Kirksville to Columbia	\$3.5 - \$4
CD	Transit	Transit	Expand the JeffTran facility to better accommodate services	\$4 - \$5
CD	Transit	Transit	Replace JeffTran vehicles	\$4 - \$5
CD	Transit	Transit	Columbia Transit vehicles replaced/converted to compressed natural gas	\$9 - \$10
CD	Transit	Transit	Provide daily commuter bus service between Jefferson City and Columbia that connects each city's already existing transit services. Larger buses are needed for peak hours and mini-buses or vans needed for on call or hourly service. State employees should be able to use cafeteria funds as part of the commuter benefits program. Could eventually expand to Moberly, Eldon, Eugene and/or Boonville.	\$9 - \$10
CD	Transit	Transit	Improve the public bus system in Jefferson City	\$100 - \$120
CD	Transit	Transit	Provide more transit options in Jefferson City to support business development and allowing workers to get to work without relying on a personal vehicle	\$100 - \$120
CD	Transit	Transit	Public transportation that is efficient and affordable is badly needed in Columbia. More public bus systems that run between towns and all communities.	\$150 - \$200
CD	Transit	Transit	Increase rural transit services provided from averaging 2 days per week to 5 days per week (i.e., OATS)	\$260 - \$300
CD	Transit	Transit	Provide public transportation options on US 63 between Jefferson City and Columbia (i.e., light rail, more busses, etc.)	\$1000 - \$1500
CD	Transit	Transit	Multimodal transit center in Cole County	\$2 - \$4
CD	Transit	Transit	Regional mobility manager to improve specialized transportation for the elderly, disabled, low-income and others in Cole County	\$1 - \$2

### CENTRAL DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
CD	Transit	Transit	Expand service hours and days and include Saturdays in Cole County	\$1.5 - \$3
CD	Transit	Transit	improve transpo for the elderly, disabled, low-income, and others in Cole County	\$.15 - \$.25
CD	Transit	Transit	Emergency generator/back-up power source	\$.1 - \$.3
CD	Transit	Transit	Power security entrance gate w/card reader for CM/Transit Fcity low entrance	\$.06 - \$.1
CD	Transit	Transit	Replacement Service and Support Trucks	\$.30 - \$.60/per truck
CD	Transit	Transit	(30) rotating information tubes (attached to bus stop sign poles in high traffic areas)	\$.01 - \$.03
CD	Transit	Transit	Purchase and install (4) bus stop shelters at various locations in Jefferson City	\$.06 - \$.10
CD	Transit	Transit	Electronic fare box additions-ticket readers/issuers, probe, software and computer	\$0.3 - \$.5
CD	Transit	Transit	Replace paratransit van/mini bus	\$.07 - \$.10
CD	Transit	Transit	Replace 30 foot low floor coach	\$.3 - \$.35
CD	Waterways	Waterways	Land acquisition and grain storage needed for port	\$.3 - \$.4
CD	Waterways	Waterways	Acquire a crane capable of handling containers at Howard/Cooper Port	\$.35 - \$.4
CD	Waterways	Waterways	Dredge and fill adequate site/load and unload conveyors at Howard/Cooper Port	\$.5 - \$.6
CD	Waterways	Waterways	Provide storage for dry fertilizer and ammonia (NH3) at Howard/Cooper port	\$.5 - \$.6
CD	Waterways	Waterways	New Dock and Road at Howard/Cooper Port	\$.75 - \$1
CD	Waterways	Waterways	2-400,000 bushel grain bins at Howard/Cooper Port	\$1 - \$1.2

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Aviation	Aviation	Construct fuel storage facilities at Higginsville airport	\$1 - \$2
KC	Aviation	Aviation	Construct fuel storage facilities at Harrisonville airport	\$3 - \$4
KC	Aviation	Aviation	Construct terminal building at Warrensburg airport	\$3 - \$4
KC	Aviation	Aviation	Construct new terminal building at Higginsville airport	\$4 - \$5
KC	Aviation	Aviation	Construct fuel storage facilities at Warrensburg airport	\$4 - \$5
KC	Aviation	Aviation	Construct perimeter fencing at Marshall airport	\$4 - \$6
KC	Aviation	Aviation	Construct 10-unit t-hangar at Sedalia airport	\$5 - \$6
KC	Aviation	Aviation	Construct t-hangar at Higginsville airport	\$6 - \$7
KC	Aviation	Aviation	Construct terminal building at Marshall airport	\$6 - \$7
KC	Aviation	Aviation	Construct t-hangar with taxilanes at Marshall airport	\$65 - \$75
KC	Aviation	Aviation	Rehabilitate and widen runway 5/23 at Sedalia airport	\$7 - \$8
KC	Aviation	Aviation	Complete taxiway at Higginsville airport	\$8 - \$1
KC	Aviation	Aviation	Construct fuel storage facilities at Lee's Summit airport	\$8 - \$1
KC	Aviation	Aviation	Construct t-hangar taxilanes at Mosby airport	\$9 - \$1
KC	Aviation	Aviation	Construct new east terminal at Lee's Summit airport	\$1 - \$1.5
KC	Aviation	Aviation	Runway rehabilitation at Mosby airport	\$1.5 - \$1.6
KC	Aviation	Aviation	Apron reconstruction at Sedalia airport	\$1.5 - \$2
KC	Aviation	Aviation	Develop t-hangar site at Lee's Summit airport	\$1.5 - \$2
KC	Aviation	Aviation	Construct t-hangars and taxilanes at Warrensburg airport	\$1.5 - \$2
KC	Aviation	Aviation	Construct parallel taxiway at Warrensburg airport	\$1.9 - \$2

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Aviation	Aviation	Construct t-hangars at Lee's Summit airport	\$2 - \$2.5
KC	Aviation	Aviation	Construct phase 2 of East Terminal Area at Lee's Summit airport	\$2.5 - \$2.6
KC	Aviation	KCI	Improve the three terminal layout at KCI to improve efficiency	\$500 - \$1,000
KC	Bike/Ped	B	Install share the road signs on Rt. B in Sedalia - also include other heavily traveled bicycle Rt. S	\$.01 - \$.02
KC	Bike/Ped	Bike/Ped	Equip traffic lights/cameras with bicycle detection systems so they change for bicyclists as they do for cars	\$.03 / intersection
KC	Bike/Ped	Bike/Ped	Provide a designated bike route from Kansas City to Warrensburg, to Knob Noster and Sedalia	\$.05 - \$.1
KC	Bike/Ped	Vivion Road	Add a bike lane on Vivion Road at the U.S. 69 Bridge over creek inside Riverside where no shoulder exist	\$.1 - \$.2
KC	Bike/Ped	MO 7	Install sidewalks and bike paths on MO 7 in Harrisonville from Galaxie to Bird Street	\$.1 - \$.25
KC	Bike/Ped	I-29	Add bike/ped bridge crossings or accommodations on the I-29 overpass at 72nd Street	\$.25 - \$.5
KC	Bike/Ped	152/Shoal Creek	Improve the intersection of MO 152 and Shoal Creek with better bike/ped accommodations	\$.25 - \$.5
KC	Bike/Ped	Business 65	Construct bike/ped crossing at Business 65 and Odell Street, Business 65 and College Avenue and By-pass 65 and College Avenue in Marshall	\$.25 - \$.5
KC	Bike/Ped	Kirby	Construct a crosswalk or bridge where U.S. 40 and Kirby Road intersect to allow access	\$.25 - \$.5
KC	Bike/Ped	Lakewood Boulevard	Provide bike lane striping and signage for Lakewood Boulevard underpass at I-470 in Lee's Summit	\$.25 - \$.5
KC	Bike/Ped	Raintree Parkway	Improve shoulders and construct sidewalks on Raintree Parkway at the intersection of MO 150 and MO 291 in Lee's Summit	\$.25 - \$.5
KC	Bike/Ped	Vivion Road	Construct sidewalks and crossings on Vivion Road from Highland to Northgate Middle School	\$.25 - \$.5
KC	Bike/Ped	65/50	Install crosswalk buttons at the U.S. 65/50 intersection in Sedalia. Also at 50/Ohio, 65/32nd St., 16th/Carendon and 16th/Thompson	\$. 5 - \$.75
KC	Bike/Ped	MO 92	Complete the section of sidewalk along MO 92 in Platte City from the end of a Safe Routes to School project to I-29/MO 92	\$.5 - \$.75
KC	Bike/Ped	3rd Street	Construct bike/ped access accommodations on 3rd Street under the MO 350 (Chipman Road) overpass	\$.5 - \$.75

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Bike/Ped	MO 7	Repair the northbound shoulder on MO 7 from MO 78 to Bundschu Road	\$ .5 - \$1
KC	Bike/Ped	U.S. 24	Construct sidewalks on U.S. 24/Commercial Street in Waverly from Old U.S. 65 to Santa Fe Elementary School	\$ .5 - \$1
KC	Bike/Ped	MO 41	Construct bike lanes on MO 41 through Arrow Rock	\$ .5 - \$1
KC	Bike/Ped	MO 52	Construct sidewalks on MO 52 in Windsor to allow better access to school	\$ .5 - \$1
KC	Bike/Ped	U.S. 65	Construct a multi-use path along U.S. 65 in Sedalia from the Katy Trail to Smith Cotton High School	\$ .5 - \$1
KC	Bike/Ped	Bike/Ped	Addition of a shared use path to the new Fairfax Bridge structure, including work on the north end to provide path access	\$ .5 - \$1
KC	Bike/Ped	Bike/Ped	Construct bike/ped lanes on bridges that cross the Missouri River in Lexington and Waverly	\$ .5 - \$1
KC	Bike/Ped	40	Construct sidewalks on U.S. 40 through Kansas City, Independence, the intersection of I-470 and Little Blue Parkway	\$ .5 / mile
KC	Bike/Ped	127/Walnut	Construct sidewalks on MO 127 and Walnut St. in LaMonte	\$ .5 / mile
KC	Bike/Ped	Blue River Rd.	Add bicycle lanes on both sides of the Blue River Road from Gregory Boulevard to Blue Ridge extension	\$ .5 / mile
KC	Bike/Ped	N. Action Ave./131	Construct a sidewalk from North Action Avenue to MO 131 in Odessa	\$ .5 / mile
KC	Bike/Ped	RD Mize, Old U.S. 40, E. Pink Hill	Construct shoulders on at least one of these routes to allow access between Oak Grove and Blue Springs.	\$ .5 / mile
KC	Bike/Ped	Roanridge	Construct sidewalks and/or bike/ped accommodations on Roanridge Dr. at I-29 and 64th St.	\$ .5 / mile
KC	Bike/Ped	2	Construct shoulders on MO 2 in Chilhowee	\$1 - \$1.5
KC	Bike/Ped	13	Install warning signs for bicyclists ahead and realign lanes on four bridges lacking shoulders on MO 13 south of Clinton	\$1 - \$1.5
KC	Bike/Ped	33	Construct sidewalks along MO 33 from Major St. north to Mack Porter Park in Kearney	\$1 - \$1.5
KC	Bike/Ped	92	Construct sidewalks on MO 92 in Platte City from Running Horse Rd. and especially by the high school	\$1 - \$1.5
KC	Bike/Ped	210	Construct shoulders on all of MO 210	\$1 - \$1.5

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Bike/Ped	470	Improve the bridge over I-470 along Woods Chapel Rd. in Lee's Summit to accommodate bike and pedestrians	\$1 - \$1.5
KC	Bike/Ped	24/224	Install sidewalks on U.S. 24 and MO 224 in Wellington	\$1 - \$1.5
KC	Bike/Ped	Maquire (13)	Construct bike/ped access and crossing on the MO 13 bridge where it crosses over U.S. 50 in Warrensburg	\$1 - \$1.5
KC	Bike/Ped	W	Construct sidewalks and pedestrian crossings on Rt. W in Alma	\$1 - \$1.5
KC	Bike/Ped	40	Add bike lanes in both direction on U.S. 40 from Vanbrunt Blvd. (31st St.) to Blue Ridge Cutoff	\$1 - \$2
KC	Bike/Ped	45	Add bike/ped bridge crossings or accommodations on MO 45 bridge at the Platte River	\$1 - \$2
KC	Bike/Ped	291	Construct pedestrian accommodations along MO 291 in Liberty. Greatest need is Murray/Skyline to MO 152	\$1 - \$2
KC	Bike/Ped	435	Provide better bike/ped accommodations to cross I-435 between U.S. 40 and U.S. 24	\$1 - \$2
KC	Bike/Ped	A	Install sidewalks and bike paths along Rt. A from SW Outer Rd. to Stevens Point, the sports complex and the community center in Archie	\$1 - \$2
KC	Bike/Ped	Bike/Ped	Improvement of bicycle flow on Rt. 9 through North Kansas City via restriping of lanes, grate replacements and signage improvements. Shoulder improvements and Share the Road signage on the remaining portion of Rt. 9 to Rt. FF	\$1 - \$2
KC	Bike/Ped	Blue Pkwy	Improve shoulders along Blue Parkway east of U.S. 50 between Chipman Rd. and 2nd St.	\$1 - \$2
KC	Bike/Ped	Business 13	Construct shoulders on Business 13 from MO 224 to U.S. 24 in Lexington	\$1 - \$2
KC	Bike/Ped	Business 13	Construct sidewalks along Business 13 in Lexington from South St. to U.S. 24	\$1 - \$2
KC	Bike/Ped	Vivion Rd.	Add bike lane on Vivion Rd. between U.S. 69 and MO 283 to connect Riverside and Gladstone	\$1 - \$2
KC	Bike/Ped	Y	Construct a bike/ped path or bike/ped lane along or on Rt. Y from Winchester Rd. to Quisenberry Rd. in Sedalia	\$1 - \$2
KC	Bike/Ped	169	Construct shoulders/bike lanes on U.S. 169 from Central Clay County to south of the river in Kansas City	\$1 - \$2
KC	Bike/Ped	152	Construct bike/ped crossings over MO 152 to allow access to Liberty schools.	\$1 - \$2 / structure



### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Bike/Ped	AA	Construct shoulders on Rt. AA between Adams Dairy Parkway and Grain Valley	\$1 - \$3
KC	Bike/Ped	K	Construct shoulders on Rt. K (Hampton Rd.) just outside of Parkville	\$1 - \$3
KC	Bike/Ped	Vivion Rd.	Add a sidewalk on Vivion Rd. between Chouteau and N. Brighton	\$1 - \$3
KC	Bike/Ped	Bike/Ped	Improve sidewalks crossings along Rt. 291 within the city of Lee's Summit. Includes pedestrian signal, crosswalk improvements and improving connections to local street sidewalks.	\$1.5 - \$2
KC	Bike/Ped	Bike/Ped	Improve sidewalks on Charlotte and Holmes bridges over I-670 and various other bridges in the downtown loop	\$1.5 - \$2
KC	Bike/Ped	NW Barry	Construct bike/ped access accommodations and bridge improvements on NW Barry Rd. at U.S. 169 bridge	\$1.5 - \$2
KC	Bike/Ped	Blue Pkwy	Improve shoulders and construct sidewalks on Blue Parkway outer road of U.S. 50 between Vista Dr. and Todd George Rd.	\$1.5 - \$2.5
KC	Bike/Ped	7	Add bike lanes and/or shoulders to MO 7 from Blue Springs south to Lake Lotowana to U.S. 50	\$2 - \$2.5
KC	Bike/Ped	70, 670, 35, 29	Replace dangerous drain grates for bicyclists on bridges over the downtown loop on I-70, I-670, I-35 and I-29	\$2 - \$2.5
KC	Bike/Ped	Bike/Ped	Make Rt. 7 in Blue Springs a 'livable street' to accommodate bicyclists, pedestrians and persons with disabilities. "Blue Streets"	\$2 - \$3
KC	Bike/Ped	RA	Add a multi-use trail on Rt. RA south of U.S. 50 to connect Lee's Summit to Greenwood and the James A. Reed wildlife area	\$2 - \$3
KC	Bike/Ped	Bike/Ped	Remove debris from all streets/roads to provide safer conditions for bicyclists in Jackson County	\$2 - \$4
KC	Bike/Ped	78	Construct bike lanes on MO 78 (23rd St.) through Independence from Stark Ave. past Swope Dr.	\$3 - \$3.5
KC	Bike/Ped	Bike/Ped	Improve sidewalks and crosswalks along Rt. 78 within the city of Independence	\$3 - \$4
KC	Bike/Ped	Bike/Ped	"Livable Street" accommodations for bicyclists, pedestrians and persons with disabilities.	\$3 - \$4
KC	Bike/Ped	Bike/Ped	Facility improvements for ADA and bicyclists crossing the interstates in the downtown loop	\$3 - \$4
KC	Bike/Ped	7	Construct shoulders on MO 7 from Blue Springs north to Independence and Fort Osage	\$3 - \$5

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Bike/Ped	13	Construct a sidewalk with a rail or a shoulder on MO 13 underpass in Higginsville	\$3 - \$5
KC	Bike/Ped	24	Construct sidewalks on U.S. 24 from I-435 to MO 291	\$3 - \$5
KC	Bike/Ped	40	Add shoulders on U.S. 40 from the Rt. M/O (exit 41) to Johnson Dr. in Odessa	\$3 - \$5
KC	Bike/Ped	169	Construct shoulders on U.S. 169 north of Smithville	\$3 - \$5
KC	Bike/Ped	291/152	Improvements on MO 291 and MO 152 to make them bike/ped friendly, especially at intersections	\$3 - \$5
KC	Bike/Ped	O	Construct shoulders on Rt. O in the Independence, Lexington, Wellington area	\$3 - \$5
KC	Bike/Ped	Old Tiffany Springs Rd.	Add bike/ped bridge crossings or accommodations at I-29 overpass at Old Tiffany Springs Rd.	\$3 - \$5
KC	Bike/Ped	Bike/Ped	Construction of bicycle and pedestrian facilities on various routes in the rural communities of the Kansas City District	\$4 - \$6
KC	Bike/Ped	Prairie View	Construct sidewalks and shoulders on Prairie View Rd. from NW 56th St. to Barry Rd.	\$4 - \$6
KC	Bike/Ped	7	Construct shoulders on MO 7 from Pleasant Hill south to Harrisonville	\$5 - \$10
KC	Bike/Ped	7	Construct shoulders on MO 7 from Pleasant Hill to Blue Springs	\$5 - \$10
KC	Bike/Ped	9	Install shoulders and share the road signs on MO 9 from NE 32nd in North Kansas City to Main St. in Parkville	\$5 - \$10
KC	Bike/Ped	10	Construct sidewalks, crosswalks and bike trails along MO 10, Business 10 and MO 69 in Excelsior Springs	\$5 - \$10
KC	Bike/Ped	41	Construct shoulders on MO 41 from Marshall to Arrow Rock	\$5 - \$10
KC	Bike/Ped	58	Construct shoulders on MO 58 from Pleasant Hill to Holden	\$5 - \$10
KC	Bike/Ped	150	Construct shoulders on MO 150 from Greenwood to Lone Jack	\$5 - \$10
KC	Bike/Ped	210	Construct a bike/ped trail along MO 210 to connect with Kansas City's trail system	\$5 - \$10
KC	Bike/Ped	224	Construct shoulders on MO 224 from Lexington to Napoleon	\$5 - \$10
KC	Bike/Ped	240	Construct shoulders on MO 240 from Marshall to Slater	\$5 - \$10

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Bike/Ped	291	Construct shoulders on MO 291 from Lee's Summit to Harrisonville and make all MO 291 crossings bike/ped compatible	\$5 - \$10
KC	Bike/Ped	291	Construct shoulders on MO 291 from Liberty to KCI	\$5 - \$10
KC	Bike/Ped	435	Add bike/ped bridge crossings or accommodations on the I-435 west bridge	\$5 - \$10
KC	Bike/Ped	BB	Construct shoulders of a bike/ped path on Rt. BB from Grain Valley to Buckner	\$5 - \$10
KC	Bike/Ped	Blue River Rd.	Repair the section of Blue River Rd. south of Bannister - include bike lanes also	\$5 - \$10
KC	Bike/Ped	DD	Construct bike lane on Rt. DD near Warrensburg	\$5 - \$10
KC	Bike/Ped	H	Construct a bike path along Rt. H from Liberty to Excelsior Springs	\$5 - \$10
KC	Bike/Ped	River Rd. FF	Construct shoulders on River Rd. FF in Parkville leading out of downtown and along the river	\$5 - \$10
KC	Bike/Ped	YY	Construct shoulders on Rt. YY from Marshall to I-70	\$5 - \$10
KC	Bike/Ped	45	Install shoulders on MO 45 from Hampton Rd. to MO 92 and MO 92 back to Platte City	\$10 - \$15
KC	Bike/Ped	150	Construct shoulders on MO 150 from Greenwood to Kansas state line	\$10 - \$15
KC	Bike/Ped	Commercial	Replace 2 railroad bridges on Commercial St. in Harrisonville	\$10 - \$15
KC	Bike/Ped	Smithville Lake	Construct shoulders on routes around Smithville Lake to include Collins, Mt. Olivet, WHB, F, DD and W and other roads that cross MO 92	\$10 - \$15
KC	Bike/Ped	U	Construct shoulders on Rt. U from Sedalia to Cole Camp	\$10 - \$15
KC	Bike/Ped	20	Construct paved shoulders on MO 20 between Marshall and Higginsville	\$15 - \$20
KC	Bike/Ped	24	Widen the shoulders on U.S. 24 in Lafayette County	\$15 - \$20
KC	Bike/Ped	50	Provide better access for bike/ped to get from one side of U.S. 50 to the other in Lee's Summit. At MO 291, Third St. and Chipman Rd.	\$15 - \$20
KC	Bike/Ped	Bike/Ped	Construct the Rock Island Trail Connection from Pleasant Hill to Kansas City	\$15 - \$20

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Bike/Ped	FF	Construct shoulders on Rt. FF in the Independence, Lexington, Wellington area	\$15 - \$20
KC	Bike/Ped	92	Construct a bike lane on MO 92	\$20 - \$30
KC	Bike/Ped	58	Construct shoulders on MO 58 from U.S. 50 to Loch Lloyd	\$25 - \$30
KC	Bike/Ped	65	Construct bike lanes on U.S. 65 from I-70 to Warsaw	\$25 - \$35
KC	Bike/Ped	24	Construct shoulders on all of U.S. 24	\$80 - \$100
KC	Bike/Ped	435	Add bike/ped bridge crossings or accommodations on the I-435 east bridge	\$200 - \$250
KC/Local	Bike/Ped	Oak Street, Main Street, Gregory Boulevard, Wornall Road, Broadway Road, 75th Street and 72nd Street	Install shared-lane markers or 'sharrows' on Oak Street, Main Street, Gregory Boulevard, Wornall Road, Broadway Road, 75th Street and 72nd Street in the Kansas City area	\$1 - \$2
KC/Local	Bike/Ped	O'Brien Rd	Improve shoulders on both sides of U.S. 50/O'Brien Road, overpass and extend sidewalk access to Murray Road on north side of O'Brien Road	\$.3 - \$.5
KC/Local	Bike/Ped	Murray Road	Construct shoulders on Murray Road (outer road to U.S. 50) between O'Brien and Chipman Road in Lee's Summit	\$.5 - \$1
KC/Local	Bike/Ped	135th Street	Install shoulders on the route connecting 135th Street to the River Market area in Kansas City	\$.5 - \$1 / mile
KC/Local	Bike/Ped	17th Street	Construct sidewalks on 17th Street between Washington and Jefferson St	\$.5 - \$1 / mile
KC/Local	Bike/Ped	25th Street	Repair the sidewalks on 25th Street between Summit Drive and West Pennway	\$.5 - \$1 / mile
KC/Local	Bike/Ped	72nd Street	Construct sidewalks and shoulders on 72nd Street from Northwest Overland Drive to MO 9	\$.5 - \$1 / mile
KC/Local	Bike/Ped	Bike/Ped	Connect the existing nature trail that ends at North 40th Street in Kansas City to Briarcliff Elementary School and to Water Works Park. Proposed trail could run along the KC Parks Dept. property	\$.5 - \$1 / mile
KC/Local	Bike/Ped	Broadway	Construct sidewalks on Broadway Street in downtown Grain Valley	\$.5 - \$1 / mile
KC/Local	Bike/Ped	Crosscreek/Ryan	Construct sidewalks, close the gap, on Crosscreek Drive and Ryan Road in Grain Valley to allow better access to Grain Valley Middle School	\$.5 - \$1 / mile

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC/Local	Bike/Ped	Duncan/Dillingham	Construct sidewalks in Grain Valley to allow access to Prairie Branch Elementary	\$.5 - \$1 / mile
KC/Local	Bike/Ped	Fleming Park	Add bike lanes to the roads in Fleming Park	\$.5 - \$1 / mile
KC/Local	Bike/Ped	Green Hills	Construct sidewalks and shoulders on Green Hills Road from Northwest 73rd Street to Barry Road	\$.5 - \$1 / mile
KC/Local	Bike/Ped	Holmes	Add sidewalks on Holmes Road between 79th and 75th Streets	\$.5 - \$1 / mile
KC/Local	Bike/Ped	N. Oak Trafficway	Construct a sidewalk on North Oak Trafficway from 32nd Street north to North Evansdale Road and from I-29 south to Northeast 43rd Terrace	\$.5 - \$1 / mile
KC/Local	Bike/Ped	Odessa	Construct or repair sidewalks and provide better crossings in Odessa	\$.5 - \$1 / mile
KC/Local	Bike/Ped	Santa Fe Trail	Improve the Santa Fe Trail from State Line Road to Holmes Road	\$.5 - \$1 / mile
KC/Local	Bike/Ped	SW County Line	Add bike lanes to Southwest County Line Road in Lee's Summit	\$.5 - \$1 / mile
KC/Local	Bike/Ped	Waukomis	Construct sidewalks and shoulders on Waukomis Drive from Northwest Vivion Road to Northwest 68th Street	\$.5 - \$1 / mile
KC/Local	Bike/Ped	283	Construct shoulders on MO 283 from North Kansas City to Vivion Road - part of North Oak Corridor Plan	\$.5 / mile
KC/Local	Bike/Ped	102nd Terr	Construct sidewalks on 102nd Terrace between North Oak Trafficway and North Main	\$.5 / mile
KC/Local	Bike/Ped	19th	Construct sidewalks on 19th Street in Kearney to allow access to the high school, junior high and elementary school	\$.5 / mile
KC/Local	Bike/Ped	20th St.	Construct bike/ped lanes along 20th Street to connect Grand Avenue and U.S. 65 in Sedalia	\$.5 / mile
KC/Local	Bike/Ped	31st St.	Construct sidewalks and shoulders on 31st Street between Southwest Trafficway and Southwest Blvd. in Kansas City	\$.5 / mile
KC/Local	Bike/Ped	39th St.	Construct shoulders on 39th Street around MO 291, connecting to Little Blue Bike Trail	\$.5 / mile
KC/Local	Bike/Ped	55th/56th	Construct sidewalks on 55th and 56th Street in Raytown	\$.5 / mile
KC/Local	Bike/Ped	59th	Construct sidewalks on 59th Street in Raytown	\$.5 / mile
KC/Local	Bike/Ped	63rd	Construct sidewalks on 63rd Street in Raytown	\$.5 / mile

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC/Local	Bike/Ped	67th	Construct sidewalks on 67th Street in Raytown	\$.5 / mile
KC/Local	Bike/Ped	75th	Construct sidewalks on 75th Street in Raytown	\$.5 / mile
KC/Local	Bike/Ped	79th	Construct sidewalks on 79th Street in Raytown	\$.5 / mile
KC/Local	Bike/Ped	79th	Construct shoulders, sidewalks and curbs on 79th Street between Ward Parkway and Wornall Road in Kansas City	\$.5 / mile
KC/Local	Bike/Ped	Barry	Continue the bike lane on eastbound Barry Rd. where it ends at I-29	\$.5 / mile
KC/Local	Bike/Ped	Bike/Ped	Connect existing trails in Kansas City metro area to create a trail network and complete intercity bike trails system	\$.5 / mile
KC/Local	Bike/Ped	Blue Ridge Cutoff	Construct sidewalks on Blue Ridge Cutoff between I-70 and U.S. 40	\$.5 / mile
KC/Local	Bike/Ped	Chilhowee	Construct sidewalks and crosswalks on roads in Chilhowee to access schools	\$.5 / mile
KC/Local	Bike/Ped	E 155th St.	Add a 5 foot bicycle lane to Southwest County Line Road (East 155th Street)	\$.5 / mile
KC/Local	Bike/Ped	Fleming Park	Add 5 foot bicycle lanes to roads in Fleming Park (Lake Jacomo and Blue Springs Lake)	\$.5 / mile
KC/Local	Bike/Ped	Front/Century	Construct a trail connecting the Front Street and Century Avenue Trails along the Lewis and Clark Expressway	\$.5 / mile
KC/Local	Bike/Ped	Glenaire	Install an integrated sidewalk and bike/ped path system along the city street network in Glenaire and construct a greenway trail along Little Shoal Creek connecting to Liberty's trail network	\$.5 / mile
KC/Local	Bike/Ped	Holmes	Construct sidewalks on Holmes Road to 44th Street to allow access to Crestview Elementary School	\$.5 / mile
KC/Local	Bike/Ped	Jefferson Pkwy	Install sidewalks and bike paths on Jefferson Parkway from Locust to the community center in Harrisonville	\$.5 / mile
KC/Local	Bike/Ped	Kentucky	Construct shoulders on Kentucky Road from Sugar Creek or MO 291 east to MO 24	\$.5 / mile
KC/Local	Bike/Ped	N Cherry	Construct sidewalks along North Cherry Road to access school	\$.5 / mile
KC/Local	Bike/Ped	N. Beacon Ave./ 52nd St.	Construct sidewalks along North Beacon Avenue. to 52nd Street, Fremont Avenue to 52nd Street and 52nd Street between Belair and Fremont to access Maplewood Elementary, Maple Park Middle School and Winnetonka High School	\$.5 / mile



### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC/Local	Bike/Ped	N. Bennington/ NE 54th	Construct sidewalks on North Bennington Avenue and Northeast 54th Street to access Maple Park Middle School	\$ .5 / mile
KC/Local	Bike/Ped	N. Brooklyn/NE 48th/NE 46th	Construct sidewalks on North Brooklyn Avenue, Northeast 48th Street and Northeast 46th Street to access Northgate Middle School	\$ .5 / mile
KC/Local	Bike/Ped	N. Cypress/NE 44th St.	Construct sidewalks on North Cypress Avenue and Northeast 44th Street to access Winnwood Elementary	\$ .5 / mile
KC/Local	Bike/Ped	N. Denver	Construct sidewalks on North Denver Avenue to access Ravenwood Elementary	\$ .5 / mile
KC/Local	Bike/Ped	N. Highland	Construct sidewalks on west side of North Highland to Northeast 52nd Terrace to access Davidson Elementary	\$ .5 / mile
KC/Local	Bike/Ped	N. Topping	Construct sidewalks on North Topping Avenue to access the neighborhood school	\$ .5 / mile
KC/Local	Bike/Ped	N. Tracy	Construct sidewalks on North Tracy Avenue to access Oakwood Manor Elementary	\$ .5 / mile
KC/Local	Bike/Ped	NE 46th/N. Norton	Construct sidewalks on Northeast 46th Street and North Norton Avenue to access Lakewood Elementary	\$ .5 / mile
KC/Local	Bike/Ped	NE 51st/Tullis	Construct sidewalks on NE 51st and Tullis Ave. to access Gracemor Elementary	\$ .5 / mile
KC/Local	Bike/Ped	NE 52nd/N. Fremont	Construct sidewalks on NE 52nd Street and North Fremont Avenue to access Maplewood Elementary	\$ .5 / mile
KC/Local	Bike/Ped	NE 79th/N. Troost	Construct sidewalks on Northeast 79th Terrace and North Troost to access Oak Park High School	\$ .5 / mile
KC/Local	Bike/Ped	NE Flagor	Construct sidewalks on Northeast Flagor Road to access Gashland Elementary	\$ .5 / mile
KC/Local	Bike/Ped	NE Parvin	Construct sidewalks along Northeast Parvin Road to access school	\$ .5 / mile
KC/Local	Bike/Ped	NE Parvin	Construct sidewalks on Northeast Parvin Road and Jackson to access Chouteau Elementary	\$ .5 / mile
KC/Local	Bike/Ped	NE Parvin	Construct sidewalks on Northeast Parvin Road to access Eastgate Middle School	\$ .5 / mile
KC/Local	Bike/Ped	NE114th/N. McGee/N. Walnut	Construct sidewalks on Northeast 114th Street, North McGee Street and North Walnut Street to access Nashua Elementary	\$ .5 / mile
KC/Local	Bike/Ped	NW Englewood	Construct sidewalks on Northwest Englewood Rd. to access West Englewood Elementary	\$ .5 / mile
KC/Local	Bike/Ped	Phelps	Construct sidewalks on Phelps Rd. between 35th and 39th St. in Independence to access Truman High School	\$ .5 / mile

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC/Local	Bike/Ped	Platte Purchase	Construct sidewalks and shoulders on N. Platte Purchase Rd. south of Barry Rd. in Clay County	\$.5 / mile
KC/Local	Bike/Ped	Prior	Construct shoulders or bike lane on Prior Rd. south of Longview Rd. to MO 150	\$.5 / mile
KC/Local	Bike/Ped	R.D. Mize	Construct a sidewalk or bike lane on Little Blue River bridge on R.D. Mize Rd.	\$.5 / mile
KC/Local	Bike/Ped	Sampson/Scheer	Finish the 500 or 600 ft. of sidewalk starting at Sampson and Scheer and running north to connect to current sidewalk in Lee's Summit	\$.5 / mile
KC/Local	Bike/Ped	Scherer/Hook	Construct shoulders on Scherer Rd. and Hook Rd. in Lee's Summit	\$.5 / mile
KC/Local	Bike/Ped	Strother	Construct a 5 ft. bicycle lane on NE Strother Rd. (83rd St.) between NE Todd George Pkwy and NE Ralph Powell Rd.	\$.5 / mile
KC/Local	Bike/Ped	Todd George	Construct a 5 ft. bicycle lane on NE Todd George Rd. between NE Colbern and Woods Chapel	\$.5 / mile
KC/Local	Bike/Ped	Ward	Continue the bike/ped path on Ward St. in Lee's Summit to at least Chipman Rd.	\$.5 / mile
KC/Local	Bike/Ped	Wheeler Airport	Construct a bike/ped lane for people who bike at the Wheeler Airport	\$.5 / mile
KC/Local	Bike/Ped	Winchester	Add a lane or trail along Winchester from Rt. Y to Main St. in Sedalia	\$.5 / mile
KC/Local	Bike/Ped	12th St.	Install bike lanes on the 12th St. bridge over the Blue River	\$1 - \$1.5
KC/Local	Bike/Ped	23rd St	Add a pedestrian connection on 23rd St (MO 78) over Blue River near Independence	\$1 - \$1.5
KC/Local	Bike/Ped	152	Complete the MO 152 trail between Maplewoods Parkway/Woodland to I-435 near KCI	\$3 - \$5
KC/Local	Bike/Ped	Winchester	Add a lane or trail along Winchester from Rt. Y to Main St. in Sedalia	City of Sedalia
KC/Local	Bike/Ped	Bike/Ped	Designate bus lanes in Kansas City as bus and bike lanes	Policy request
KC/Local	Bike/Ped	KC Muni Airport	Designate a bike area with signs for bicyclists of all capabilities to use the KC Municipal Airport as a training ground	Policy request
KC/Local	Bike/Ped	Bike/Ped	Add bike lane to Truman Road from downtown Kansas City to past Blue Springs in Jackson County	\$15 - \$20
KC	Highway	92	Remove the islands on the MO 92 southbound ramps where it is breaking apart	\$.1 - \$.2

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Highway	35	Beautify the I-35 and Armour Rd. interchange	\$.1 - \$.2
KC	Highway	150	Improvements to MO 150 including changing the left turn lights at Kelly Rd. and Raytown Rd. to blinking yellows	\$.1 - \$.2
KC	Highway	435/70	Improve pavement markings on ramp from southbound I-435 to westbound I-70	\$.1 - \$.2
KC	Highway	291	Install pedestrian signal and crosswalks on MO 291 at Hidden Valley Rd. to be able to access everything on the west side of 291	\$.2 - \$.3
KC	Highway	291	Install pedestrian signal and crosswalks on MO 291 at the Salisbury Rd. intersection	\$.2 - \$.3
KC	Highway	29/635	Improve the I-29 southbound to I-635 interchange pavement and construct guardrail on the southbound side of I-635	\$.2 - \$.3 / mile
KC	Highway	71	Lengthen the U.S. 71 and 22nd St. exit ramp.	\$.25 - \$.5
KC	Highway	291	Install sidewalks, crosswalks and bicycle facilities at MO 291 and MO 78	\$.25 - \$.5
KC	Highway	435	Widen the intersection of I-435 and NE 48th St. to include three lanes	\$.25 - \$.5
KC	Highway	Chouteau	Replace pavement on Chouteau Trafficway at Front street	\$.25 - \$.5
KC	Highway	Highway	Provide longer acceleration lanes for safer merging	\$.25 - \$.5 / location
KC	Highway	FF	Repair and widen the bridge on River Rd., just northwest of Waldron Dr.	\$.5 - \$.6
KC	Highway	1	Improve the intersection of MO 1 and NE 72nd St.	\$.5 - \$.75
KC	Highway	291/23	Improve MO 291 and 23rd St. intersection	\$.5 - \$.75
KC	Highway	A/112th St.	Remove banks on Rt. A and 112th St. to improve sight distance	\$.5 - \$.75
KC	Highway	13	Intersection improvements at Rt. E	\$.5 - \$1
KC	Highway	23	Intersection improvements at Rt. E	\$.5 - \$1
KC	Highway	50	Update the U.S. 50 corridor study. This should require a new interchange at U.S.50/MO 291 South, a new interchange at U.S. 50/3rd Street and additional capacity of I-470 from U.S. 50 to I-70. (New planning and design standards that employ current approaches to this type of road	\$.5 - \$1

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
			classification should be sought, especially in light of the exponential growth in Lee's Summit and associated increase in traffic.	
KC	Highway	240	Intersection improvements at Broadway in Slater	\$ .5 - \$1
KC	Highway	240	Intersection of MO 240 & Broadway in Slater	\$ .5 - \$1
KC	Highway	50/65	Improve the 50/65 intersection in Sedalia for better traffic movement	\$ .5 - \$1
KC	Highway	35	Improve I-35 by constructing an additional lane northbound from MO 152 to MO 291.	\$1 - \$1.5
KC	Highway	41	MO 41 (around Hardeman area) - Make bridge improvements on two bridges from Marshall to Arrow Rock	\$1 - \$1.5
KC	Highway	92	Construct sidewalks on MO 92 in Kearney from MO 33 E to the city limits	\$1 - \$1.5
KC	Highway	291	Install a sidewalk on the bridge over MO 291 at U.S. 24 and install signal lights for pedestrians/bicyclists	\$1 - \$1.5
KC	Highway	50/13	Add a bike/ped path to existing bridge crossing U.S. 50 and MO 13 in Warrensburg	\$1 - \$1.5
KC	Highway	AA	Improve Rt. AA in Johnson County	\$1 - \$1.5
KC	Highway	KK/O	Resurface Routes KK and O	\$1 - \$1.5
KC	Highway	24	MO 24 bridge underpass needs to be fixed	\$1 - \$2
KC	Highway	70	Interchange improvements at U.S. 65	\$1 - \$2
KC	Highway	41	Bridge improvements on two bridges between Marshall and Arrow Rock	\$2 - \$3
KC	Highway	78	Construct sidewalks and pedestrian crossings on MO 78 through Independence from Blue Ridge Rd. to Belmont Rd. and all the way to Woodbury Dr.	\$3 - \$3.5
KC	Highway	13	Replace the Kansas City Southern Railroad overpass on MO 13 in Higginsville, as it is a barrier to sidewalks and bike/ped movements	\$3 - \$5
KC	Highway	23	Improve MO 23 to alleviate Blackwater River flooding	\$3 - \$5
KC	Highway	70	Safety improvements at intersection of U.S. 65 & I-70	\$3 - \$5

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Highway	131	Resurface MO 131	\$3 - \$5
KC	Highway	50/65	Improve this intersection - should have a much better connection from U.S. Routes 50 to 65	\$3 - \$5
KC	Highway	29	Interchange improvements at 72nd St.	\$5 - \$10
KC	Highway	49	Add ramps at I-49 and Rockhaven Rd. and improve connecting outer roads with turn lanes and shoulders	\$5 - \$10
KC	Highway	169	Safety and operational improvements from I-29 to 68th St.	\$5 - \$10
KC	Highway	169	Interchange improvements at Englewood Rd.	\$5 - \$10
KC	Highway	435	Interchange improvements at 63rd St.	\$5 - \$10
KC	Highway	152/29	Improve the MO 152 and I-29 interchange	\$5 - \$10
KC	Highway	Various	Scour remediation at multiple Missouri River Bridges in the Kansas City area	\$5 - \$6
KC	Highway	52	Improve bridges on MO 52 east at Calhoun and repave MO 52 from Clinton to U.S. 65	\$5 - \$7
KC	Highway	29	Interchange improvements at Rt. 45	\$10 - \$15
KC	Highway	35	Construct new interchange south of Rt. 92 in Kearney	\$10 - \$15
KC	Highway	35	Interchange improvements at Rt. 152 in Liberty	\$10 - \$15
KC	Highway	35	Improve the I-35 / Chouteau interchange and connect with the city wide trail system for walking/biking purposes.	\$10 - \$15
KC	Highway	45	Improvements to Rt. 45 from I-435 to Rt. K	\$10 - \$15
KC	Highway	49	Interchange improvements at Rt. 58 in Belton	\$10 - \$15
KC	Highway	50	Provide a new interchange at U.S. 50 and MO 291	\$10 - \$15
KC	Highway	70	Interchange improvements in Odessa	\$10 - \$15
KC	Highway	78	Improve MO 78 to four lanes from Speck Rd. to Truman Rd. in Jackson County.	\$10 - \$15

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Highway	210	Corridor improvements, including adding lanes from Eldon Rd. to Rte. 291 to address mobility and safety	\$10 - \$15
KC	Highway	435	Interchange improvements at Rte. 210 to address mobility and safety	\$10 - \$15
KC	Highway	49/7	Improve the I-49 and MO 7 interchange	\$10 - \$15
KC	Highway	13	Widen MO 13 with shoulders in Johnson County	\$10 - \$15
KC	Highway	49	Outer road conversion in Grandview	\$10 - \$20
KC	Highway	7	Increase capacity and safety on MO 7 between Pink Hill Road and MO 24	\$15 - \$20
KC	Highway	9	Improvements on Rt. 9 from the Riverside/Parkville city limits to Parkville's north city limits include widening in locations, turn lanes, trails, curbs, sidewalks and storm drainage	\$15 - \$20
KC	Highway	152	Improve MO 152 between I-435 and I-35 to relieve congestion and improve safety	\$15 - \$20
KC	Highway	7	Increase capacity on MO 7 between Pleasant Hill and U.S. 50	\$20 - \$25
KC	Highway	24	Replace the Rt. 24 Bridge	\$20 - \$25
KC	Highway	29, 35	Repaint and deck replacement on the I-29/I-35 Bridge over the railroads and levee in Kansas City	\$20 - \$25
KC	Highway	49	Corridor improvements, including adding lanes from 155th St. to North Cass Pkwy to address mobility and safety	\$20 - \$25
KC	Highway	92	Improve MO 92 from Kearney to Excelsior Springs	\$20 - \$25
KC	Highway	29, 35	Rehabilitate the viaducts north and south of the Bond bridge	\$20 - \$25
KC	Highway	70	Interchange improvements at Broadway Blvd. to address mobility and safety	\$30 - \$35
KC	Highway	291	Corridor improvements from I-435 to I-35	\$30 - \$35
KC	Highway	29	Interchange improvements at 16th Ave. in North Kansas City	\$30 - \$40
KC	Highway	92	Widen MO 92 between Kearney and Smithville to alleviate congestion	\$30 - \$40



### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Highway	Various	Major bridge rehabilitation on I-35 and I-29	\$30 - \$40
KC	Highway	29	Operational improvements from north of I-635 to MO 210 in North Kansas City	\$40 - \$45
KC	Highway	70	Corridor improvements, including adding lanes from Blue Springs (Rt. 7) to just east of Oak Grove (Rt. F) to address mobility and safety	\$40 - \$45
KC	Highway	70	Interchange improvements at I-435 to address mobility, safety and bridge conditions	\$40 - \$45
KC	Highway	92	Add capacity to the Leavenworth bridge over the Missouri River (costs split 50/50 with Kansas)	\$40 - \$45
KC	Highway	24	Four-lane expansion from Jackson County line to Rt. 13	\$40 - \$50
KC	Highway	2, 7	Improve MO 2 and MO 7 through Harrisonville	\$40 - \$50
KC	Highway	70	Corridor improvements, including adding lanes from Oak Grove (Rt. F) to Odessa (Johnson Dr.)	\$45 - \$50
KC	Highway	92	Corridor improvements, including adding lane from the Kansas state line to Smithville to address mobility and safety	\$45 - \$50
KC	Highway	291	Replace the Rt. 291 Missouri River Bridge	\$45 - \$55
KC	Highway	Highway	Construct a truck arterial along E. 195th St. in Kansas City for access to the Edgerton Intermodal facility (\$150 - \$175 KS)	\$45 - \$55
KC	Highway	35	Construct a I-35 bypass connection from I-435W to I-35 at approximately I24th St.	\$50 - \$100
KC	Highway	24	U.S. 24 - Four-lane expansion from Jackson County Line to MO 13	\$50 - \$75
KC	Highway	210	Improve lighting from MO 291 to Missouri City, and upgrade MO 210 to four lanes to MO 13	\$50 - \$75
KC	Highway	13	Corridor improvements from I-70 to Rt. V/OO (Warrensburg east loop)	\$55 - \$60
KC	Highway	V	Corridor improvements on Rt. V (Noland Rd.) from U.S. 40 to MO 350	\$55 - \$60
KC	Highway	435	Corridor improvements, including adding lanes from the Kansas State Line to just west of I-49 to address mobility and safety	\$60 - \$70
KC	Highway	71	Corridor improvements along Bruce R. Watkins Dr. from 55th Street to Bannister Rd. to address safety	\$60 - \$80

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Highway	65	Improvements from north of Marshall to Chillicothe	\$65 - \$75
KC	Highway	35	I-35 Interchange at U.S. 169 (Northwest Downtown Loop) - Reconstruction (Project #161)	\$70 - \$75
KC	Highway	69	Replace the Fairfax and Platte Purchase bridges over the Missouri River (costs split 50/50 with Kansas, also to include bike/ped accommodations)	\$70 - \$75
KC	Highway	470	Corridor Improvements from U.S. 50/MO 350 to U.S. 40	\$70 - \$80
KC	Highway	35, 70, 670, 71	Downtown Loop Improvements in Kansas City (I-35, I-670 and U.S. 71)	\$75 - \$100
KC	Highway	13	Corridor improvements from Johnson County Rd. 365/Rt. Y (Warrensburg east loop) to Rt. 7 (north) in Clinton	\$80 - \$90
KC	Highway	169	Replace the Broadway Bridge over the Missouri River (includes bike/ped accommodations)	\$85 - \$95
KC	Highway	470	Corridor improvements from U.S. 40 to U.S. 50	\$95 - \$110
KC	Highway	58	Complete the MO 58 outer loop/bypass from Kansas state line to Pleasant Hill	\$100 - \$120
KC	Highway	70	Corridor and interchange improvements from The Paseo to I-435 to address curving horizontal alignment, mobility and safety	\$100 - \$125
KC	Highway	23	Upgrade MO 23 corridor	\$100 - \$150
KC	Highway	71	Improve traffic flow on U.S. 71 by providing HOV lanes through Belton/Raymore.	\$100 - \$150
KC	Highway	50	Corridor and interchange improvements, including adding lanes from Colbern Rd/Bannister Rd to Todd George Pkwy to address mobility and safety	\$120 - \$130
KC	Highway	Various	Keep interstate bridges in good condition	\$155 - \$190
KC	Highway	Various	Keep minor roads in good condition	\$180 - \$200
KC	Highway	435	Replace the Randolph Bridge over the Missouri River	\$200 - \$210
KC	Highway	35	Improvements from I-35/I-29 split to Rt. 69/33	\$200 - \$225
KC	Highway	70	Corridor and interchange improvements from I-435 to I-470 to address mobility and safety	\$200 - \$225

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Highway	49	Construct a more direct route from eastern Ray County to I-49	\$200 - \$250
KC	Highway	50	Construct a Sedalia bypass (to the north) - could provide an outer loop road around Sedalia	\$225 - \$275
KC	Highway	Various	Keep bridges (non-interstate, less than 1,000 ft.) in good condition	\$330 - \$395
KC	Highway	Various	Keep interstate pavements in good condition	\$380 - \$455
KC	Highway	Various	Keep major roads (non-interstate) in good condition	\$450 - \$475
KC	Highway	435	Rebuild I-435	\$500 - \$1,000
KC	Highway	70	Widen I-70 to four lanes like I-435 - especially in the KC business district	\$1,500 - \$2,000
KC	Highway	Other	Improved upkeep and maintenance of non-road areas around Kansas City including landscaping, lighting, grass, trash pickup, etc.	Unknown
KC	Highway	BB	Construct shoulders on Rt. BB in Johnson County for bicyclists in Jackson County	\$1 - \$2
KC/Local	Highway	Highway	Pave gravel roads in northern Platte County	\$.25 - \$.3 / mile
KC/Local	Highway	Pryor	Improve Pryor Rd. south of Longview	\$1 - \$2 / mile
KC/Local	Highway	4th/Emmett St./Boonville/Rd.	Reapply paint to the city streets/crosswalks/intersections in Sedalia that connect the Katy Trail from the Depot to 4th St. to Emmett St. to Boonville Rd.	City of Sedalia
KC	Rail	Rail	Conduct feasibility study for Amtrak service from St. Louis to Springfield to Kansas City	\$1 - \$1.5
KC	Rail	Rail	Construct Knob Noster siding extension to better accommodate MO River Runner trains	\$15 - \$16
KC	Rail	Rail	Construct Kingsville siding to better accommodate MO River Runner trains	\$15 - \$16
KC	Rail	Rail	Construct Independence Street Bridge to better accommodate MO River Runner trains	\$20 - \$25
KC	Rail	Rail	Improve the KC Terminal Railroad's overpass on Independence Ave.	\$25 - \$30
KC	Rail	Rail	Construct double track from Lee's Summit to Strasburg to better accommodate MO River Runner trains	\$45 - \$50

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Transit	Transit	Provide more public transit and more trails in Johnson County	\$.25 - \$.5 / year - transit \$0.5 / mile trails
KC	Transit	Transit	Provide OATS to Ray County	\$.5 - \$1
KC	Transit	Transit	Expand streetcar in Kansas City including to the airport with park and ride lots and help fund more sustainable transportation in Kansas City	\$50 - \$60 / mile \$1 /mile/year - Operating
KC	Transit	Transit	Improve transit access in like the Green Impact Zone including improvements to pedestrian facilities	\$1 - \$2 / mile - transit \$0.5 / mile - sidewalk
KC	Transit	Transit	Regional Transit Center near Truman Rd. and Rt. 78	\$2 - \$2.5
KC	Transit	Transit	Regional Transit Center near U.S. 24 and Brookside in Independence	\$2 - \$2.5
KC	Transit	Transit	Independence Regional Transit Facility & Park and Ride - near I-70 / Rt. 291	\$5 - \$6
KC	Transit	Transit	Regional Transit Park and Ride Lot Development	\$5 - \$6
KC	Transit	Transit	Provide rural transit vehicles for expanded service	\$9 - \$10
KC	Transit	Transit	Gladstone Regional Transit Center - 70th St. & N. Oak Bus Stop	\$10 - \$11
KC	Transit	71	Improve Kansas City Metro crossing on U.S. 71 between downtown Kansas City and the Grandview Triangle.	\$10 - \$15
KC	Transit	Transit	Transit Revenue Collection System Upgrade	\$10 - \$15
KC	Transit	Transit	Enhance transit passenger amenities - bus shelters, bus benches, etc.	\$10 - \$15
KC	Transit	Transit	Transit Maintenance Facility and Service Facility Improvements	\$20 - \$25
KC	Transit	Transit	Expand bus lines to surrounding cities in the Kansas City metro area	\$20 - \$40
KC	Transit	Transit	Expand MAX bus rapid transit in Kansas City to include stadium and airport routes (include luggage racks on buses)	\$20 - \$40
KC	Transit	Transit	North Oak Trafficway Bus Rapid Transit Improvement	\$40 - \$45
KC	Transit	Transit	Provide eastside bus rapid transit	\$40 - \$45

### KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Transit	Transit	Provide Prospect Ave. Corridor bus rapid transit from Downtown to near 95th St.	\$45 - \$50
KC	Transit	Transit	Provide a solar streetcar in Clay County - Pleasant Valley	\$50 - \$60 / mile
KC	Transit	Transit	New Transit Maintenance and Service Facility	\$50 - \$55
KC	Transit	Transit	Build light rail in the Kansas City area	\$60 - \$90 / mile
KC	Transit	Transit	Increase rural transit services provided from averaging 2 days per week to 5 days per week	\$110 - \$120
KC	Transit	Transit	Transit Vehicle Acquisition - KCATA	\$280 - \$300
KC	Transit	Transit	Build commuter rail service (diesel multiple units) for east/I-70 corridor (downtown Kansas City to Oak Grove)	\$600 - \$750
KC	Transit	Transit	Provide commuter rail service (diesel multiple units) for SE/Rock Island corridor (downtown KC to Lee's Summit)	\$750 - \$900
KC	Transit	Transit	Energy efficient trains that use the current highway system would add value to the greater Kansas City area. Johnson and Wyandotte counties in Kansas need to work with Jackson County in Missouri to provide a unified mass transportation system.	Unknown
KC	Transit	Transit	Support for various transit options in the Kansas City area, possibly including a subway system	Unknown
KC	Waterways	Waterways	Acquire container loading equipment at Kansas City Port	\$1.1 - \$1.3
KC	Waterways	Waterways	Warehouse and Office Space Construction at Kansas City Port	\$1.1 - \$1.3
KC	Waterways	Waterways	Site rail improvements at Kansas City Port Authority	\$3 - \$3.5
KC	Waterways	Waterways	Shoreline Demo and Construction of Improvements at Kansas City Port	\$3.8 - \$4
KC	Waterways	Waterways	Rail connection and repair at Kansas City Port	\$3.9 - \$4.2
KC	Waterways	Waterways	Construct port to rail connection at the KC Port	\$4 - \$5
KC	Waterways	Waterways	Rehabilitate the Port of Kansas City Woodsweather Terminal to enhance freight services	\$9 - \$11

KANSAS CITY DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS				
Region	Type	Route (if applicable)	Description	Cost (millions)
KC	Waterways	Waterways	Reopen and modernize the Kansas City Port on the Missouri River	Unknown



### NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NE	Aviation	Aviation	Construct fuel storage facilities at Memphis airport	\$ .2 - \$ .3
NE	Aviation	Aviation	Construct fuel storage facilities at Moberly airport	\$ .2 - \$ .3
NE	Aviation	Aviation	Construct hangar at Kirksville airport	\$ .25 - \$ .35
NE	Aviation	Aviation	Construct airport terminal building at Memphis airport	\$ .25 - \$ .35
NE	Aviation	Aviation	Construct new terminal building at Lewis County airport	\$ .25 - \$ .35
NE	Aviation	Aviation	Construct t-hangar taxilanes at Hannibal airport	\$ .3 - \$ .4
NE	Aviation	Aviation	Construct terminal building at Moberly airport	\$ .4 - \$ .5
NE	Aviation	Aviation	Construct 10-unit t-hangar at Hannibal airport	\$ .5 - \$ .6
NE	Aviation	Aviation	Construct t-hangar and taxilanes at Moberly airport	\$ .5 - \$ .6
NE	Aviation	Aviation	Apron expansion at Mexico airport	\$ .5 - \$ 1
NE	Aviation	Aviation	Construct 12-unit t-hangar and demo hangars in the runway protection zone at Memphis airport	\$ .6 - \$ .7
NE	Aviation	Aviation	Construct conventional hangar at Macon airport	\$ .8 - \$ 1
NE	Aviation	Aviation	Construct new terminal building at Kirksville airport	\$ 1 - \$ 1.5
NE	Aviation	Aviation	Construct t-hangar with taxilanes at Macon airport	\$ 1 - \$ 1.5
NE	Aviation	Aviation	Design and construct hangar and site work at Lewis County airport	\$ 1.2 - \$ 1.5
NE	Aviation	Aviation	Construct parallel taxiway at Macon airport	\$ 1.5 - \$ 2
NE	Aviation	Aviation	Reconstruct runway 12/30 at Memphis airport	\$ 2 - \$ 2.5
NE	Aviation	Aviation	Rehabilitate runway 18/36 at Kirksville airport	\$ 3 - \$ 3.5
NE	Aviation	Aviation	Runway reconstruction and runway/taxiway lighting at Bowling Green airport	\$ 4 - \$ 5

### NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NE	Aviation	Aviation	Construct runway extension at Hannibal airport	\$6 - \$7
NE	Bike/Ped	Bike/Ped	Upgrade the pedestrian crossing signs for the Canton R-V schools as the current signs haven't been flashing for six months. (signs similar to Quincy near Blessing Hospital would be good)	\$.01 - \$.02
NE	Bike/Ped	Patterson	Construct a bike/ped crossing on Patterson St. at U.S. 63 in Kirksville	\$.025 - \$.03
NE	Bike/Ped	47	Crosswalk needed on Highway 47 (City of Troy) at Wal-Mart	\$.03 - \$.04
NE	Bike/Ped	79	Construct signage to designate MO 79 as a bike/ped route connecting north and south Hannibal	\$.03 - \$.04
NE	Bike/Ped	157	Install "Share the Road" signs on MO 157 which is used for access to Thousand Hills State Park	\$.03 - \$.04
NE	Bike/Ped	Old MO 6	Install Share the Road signs on Old MO 6 (Potter Rd.), between Osteopathy St. and MO 6	\$.03 - \$.04
NE	Bike/Ped	WW	Add signage to Route WW to designate as a shared use route for bicyclists in Monroe City	\$.03 - \$.04
NE	Bike/Ped	Bike/Ped	Provide paved bicycle path leading from the Katy Trail to meet Rt. 19	\$.03 - \$.05
NE	Bike/Ped	LaHarpe	Construct pedestrian crossings at LaHarpe St. and U.S. 63 in Kirksville, including signal detectors to allow for detection of bicyclists	\$.05 - \$.06
NE	Bike/Ped	6	Install sidewalks on MO 6 from Baltimore to Cottage Grove	\$.05 - \$.1
NE	Bike/Ped	19	Construct a bike path on MO 19 to connect the Hermann bridge and the Katy Trail	\$.05 - \$.1
NE	Bike/Ped	54	Fill in the wide rumble strips along U.S. 54 from Bowling Green to Curryville so bicyclists can use the shoulder and make narrower rumble strips only where the white line is	\$.1 - \$.15
NE	Bike/Ped	61/Bus. 61	Add the Hannibal/Canton/Keokuk route to the Mississippi River Trail and mark the route with signs	\$.1 - \$.15
NE	Bike/Ped	D	Construct sidewalks along Rt. D in Marthasville to allow access to school	\$.1 - \$.5
NE	Bike/Ped	Old 61	Construct a connector on Old 61 from the outer road at 285th St. to CR 70 and install a path under U.S. 61 Bridges over Durgen	\$.1 - \$.1

### NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
			Creek	
NE	Bike/Ped	11	Pavement improvements along Rt. 11 to provide paved shoulders/bicycle lanes to connect the City of Kirksville existing bicycle/pedestrian trail to the Adair County Fairgrounds.	\$ .2 - \$ .3
NE	Bike/Ped	24	Construct sidewalks on U.S. 24 in Moberly from the Business 63 intersection east to Wal-Mart	\$ .2 - \$ .3
NE	Bike/Ped	61	Remove and replace deficient sidewalks and install new sidewalks along McMasters Ave. (Route 61)	\$ .2 - \$ .3
NE	Bike/Ped	79	Construct bike/ped accommodations on the new bridge at Elsberry	\$ .2 - \$ .3
NE	Bike/Ped	Bike/Ped	Adding signage to Routes W, 24, 107, 154 and J to identify as a shared use route and alerting motorists to share the road with bicyclists	\$ .2 - \$ .3
NE	Bike/Ped	P	Construct shoulders on Rt. P in Canton from Business 61 development to Culver-Stockton College	\$ .2 - \$ .3
NE	Bike/Ped	Bus. Loop 63	Construct shoulders on the north end of Business Loop 63 where it is two-lane in Kirksville	\$ .2 - \$ .4
NE	Bike/Ped	F	Construct shoulders, bike path and sidewalks on Rt. F from Stracks Church Rd. to Rt. M	\$ .25 - \$ .3
NE	Bike/Ped	63	Resurface the northbound shoulder of U.S. 63 between Excello and Route DD north of Macon	\$ .3 - \$ .4
NE	Bike/Ped	Bike/Ped	Add the Hannibal, Canton, Keokuk route to the Mississippi River Trail and mark it with signs	\$ .3 - \$ .4
NE	Bike/Ped	47/Old Troy Rd.	Construct sidewalks along MO 47 and Old Troy Rd. in Winfield to allow access to schools	\$ .3 - \$ .5
NE	Bike/Ped	Bike/Ped	Provide sidewalks along Rt. 24 from Morley St. to the end of the five-lane section in Moberly. Project would provide bicycle/pedestrian access from the community to the new business district east of Rt. 63	\$ .4 - \$ .5
NE	Bike/Ped	Alt. 63	Construct a bike/ped bridge to allow access across Alt. 63 in Kirksville	\$ .4 - \$ .6
NE	Bike/Ped	Business 61	Construct shoulder improvements on Business 61 in Bowling Green	\$ .4 - \$ .6
NE	Bike/Ped	J	Construct a sidewalk and crosswalk on Rt. J / Boone St. in Troy to allow access from the senior center to Weinand Younger Park	\$ .5 - \$ .1

### NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NE	Bike/Ped	157	Widen and install shoulders on MO 157 in Kirksville	\$ .5 - \$.6
NE	Bike/Ped	H	Construct shoulders on Rt. H near Kirksville	\$ .5 - \$.6
NE	Bike/Ped	63	Widen the shoulders of U.S. 63 from Macon to Moberly	\$ .5 - \$.7
NE	Bike/Ped	Chariton River bridge	Install shoulders on the Chariton River bridge near Novinger	\$ .5 - \$.7
NE	Bike/Ped	19	Construct a bike path on MO 19 to connect the Hermann bridge and the Katy Trail	\$ .5 - \$1
NE	Bike/Ped	47	Construct a bike lane on MO 47 in Warrenton from the ball fields to the city	\$ .5 - \$1
NE	Bike/Ped	168	Widen 2 existing bridges with bike/ped lanes on MO 168 over North River	\$ .5 - \$1
NE	Bike/Ped	Bus. 63/US 24	Construct sidewalks and trails along both routes through Moberly to allow wheelchairs/scooters, bicyclists and pedestrians mobility along these busy routes	\$ .5 - \$1
NE	Bike/Ped	63	Recondition U.S. 63 in Kirksville where a deep groove has developed along the asphalt/concrete curb edge and also remove grates	\$ .5 - \$1.5
NE	Bike/Ped	W/61/168	Create the Hannibal "Ring" Connection bike path route by connecting Rt. W, U.S. 61 and MO 168	\$ .5 - \$2
NE	Bike/Ped	11	Construct shoulders on MO 11 between Boundary Rd. (Rt. H) and Rt. N in Adair County	\$ .6 - \$.7
NE	Bike/Ped	36	Construct pedestrian bridge between north and south outer roads, across Rt. 36 at Macon swimming pool	\$ .8 - \$1
NE	Bike/Ped	94	Construct bike lanes on MO 94 near Rhineland in Montgomery County	\$ .9 - \$1
NE	Bike/Ped	Bus. 61	Construct shoulders along Business 61 from LaGrange to Canton	\$1 - \$1.2
NE	Bike/Ped	Bike/Ped	Mississippi River Trail National Bicycle route -Add 4' paved and marked shoulders each direction along Route 79	\$1 - \$1.5
NE	Bike/Ped	47	Sidewalks needed in Warrenton on both sides of MO 47 to provide access to the Athletic Complex and Kroger	\$1 - \$2
NE	Bike/Ped	63	Construct an underpass on U.S. 63 to access Rotary Park in Kirksville	\$1 - \$2
NE	Bike/Ped	54	Construct shoulders on U.S. 54 from Bowling Green to Curryville	\$1.2 - \$1.3

### NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NE	Bike/Ped	F	Needs bike/walking lane, south of Wright City	\$1.2 - \$1.4
NE	Bike/Ped	94	Construct shoulders on MO 94 from Bluffton to west of Portland	\$1.3 - \$1.5
NE	Bike/Ped	Old MO 6/Potter Trail	Construct sidewalks and bike shoulders on Potter Trail (Old MO 6) in Kirksville	\$1.4 - \$1.6
NE	Bike/Ped	3	Construct shoulders on MO 3 near Kirksville	\$1.5 - \$1.6
NE	Bike/Ped	63	Pavement improvements along Bus. 63 to provide paved shoulders/bicycle lanes to connect the Lakeside Estates subdivision, the City of Kirksville North Park complex and the shopping areas on the north side of Kirksville.	\$1.5 - \$1.7
NE	Bike/Ped	79	Install bike lanes on MO 79 between Louisiana and Clarksville	\$1.5 - \$1.7
NE	Bike/Ped	Business 61/B	Construct shoulders on Business 61/Rt. B from Wakonda State Park to LaGrange to Canton	\$1.5 - \$1.7
NE	Bike/Ped	T	Construct shoulders on Rt. in Adair County	\$1.5 - \$1.7
NE	Bike/Ped	Bike/Ped	Rails to trails program in Lincoln County. Connect Old Monroe, Moscow Mills, Troy by converting the abandoned B Burlington railroad that runs east/west across Lincoln County.	\$1.6 - \$1.8
NE	Bike/Ped	D	Construct shoulders on Rt. D in Adair County	\$1.7 - \$1.9
NE	Bike/Ped	K	Construct shoulders on Rt. K west of Thousand Hills	\$1.9 - \$2.1
NE	Bike/Ped	UU	Construct shoulders on Route UU between Louisiana and U.S. 61	\$1.9 - \$2.1
NE	Bike/Ped	63	Provide sidewalks along Bus. 63 from the Alt. Rt. 63 connection to New Street	\$2 - \$2.3
NE	Bike/Ped	168	Construct shoulders on MO 168 north of Hannibal to Palmyra	\$2.1 - \$2.3
NE	Bike/Ped	O	Construct shoulders on Rt. O in Adair County	\$2.1 - \$2.3
NE	Bike/Ped	A	Construct shoulders on Rt. A in Adair County	\$2.3 - \$2.5
NE	Bike/Ped	NN	Construct shoulders on Rt. NN between Louisiana to U.S. 61	\$2.4 - \$2.6
NE	Bike/Ped	B	Construct shoulders on Rt. B in Adair County	\$2.7 - \$3

### NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NE	Bike/Ped	J	Construct shoulders on Rt. J in Adair County	\$3 - \$3.5
NE	Bike/Ped		Bike trails on levees or along rail in Lincoln County. Mississippi River levee from the Lock and Dam and Winfield at least up to the Pike County line or perhaps even up to Clarksville in Pike County.	\$3 - \$4
NE	Bike/Ped	94	Construct shoulders on MO 94 from Treloar to Case	\$3.2 - \$3.4
NE	Bike/Ped	79	Widen MO 79 from Old Monroe to Elsberry to include shoulders	\$3.5 - \$4
NE	Bike/Ped	W/15/136	Construct bike lanes on both sides of Rt. W from Rutledge to MO 15 and on both sides of MO 15 and U.S. 136, allowing better access to Memphis	\$3.7 - \$4
NE	Bike/Ped	154	Construct shoulders on MO 154 from Paris to Perry	\$4 - \$4.2
NE	Bike/Ped	36	Reconstruct the shoulders of U.S. 36 between Macon and Bevier	\$4 - \$5
NE	Bike/Ped		Bike/Pedestrian trail spur needed from Katy Trail to Warrenton/Wright City	\$4 - \$6
NE	Bike/Ped	Bike/Ped	Convert the old rail line between Macon and Moberly to a Katy Trail type facility	\$6 - \$8
NE	Bike/Ped	Champ Clark	Construct bike/ped access on the Champ Clark bridge at Louisiana	\$6 - \$9
NE	Bike/Ped	6	Construct shoulders on MO 6 near Kirksville	\$7 - \$8
NE	Bike/Ped	149	Construct shoulders on MO 149 near Kirksville	\$7.5 - \$8.5
NE	Bike/Ped	11	Construct shoulders on MO 11 near Kirksville	\$8 - \$9
NE	Bike/Ped	11	Construct shoulders on MO 11 from Kirksville to Brookfield	\$10 - \$11
NE	Bike/Ped	79	Construct shoulders on MO 79 from Hannibal to O'Fallon	\$15 - \$17
NE/Local	Bike/Ped	McPherson	Install sidewalks on McPherson from Jamison to Cottage Grove	\$.075 - \$.125
NE/Local	Bike/Ped	River Rd. RR	Construct the River Road Railroad Crossing in Hannibal to include a path and retaining wall where it passes under railroad tracks	\$.1 - \$.5
NE/Local	Bike/Ped	Kahoka	Repair and establish sidewalks in Kahoka	\$.1 - \$.1



### NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NE/Local	Bike/Ped	Warrenton	Construct marked bike lanes and walking paths in Warrenton	\$.1 - \$.2
NE/Local	Bike/Ped	Lincoln	Install sidewalks on Lincoln St. in Kirksville	\$.15 - \$.2
NE/Local	Bike/Ped	Osteopathy	Install sidewalks on north Osteopathy in Kirksville	\$.2 - \$.4
NE/Local	Bike/Ped	Queens/Kings	Install sidewalks on Queens Rd. and Kings Rd. in Kirksville	\$.2 - \$.4
NE/Local	Bike/Ped	North Morley	Construct sidewalks on N Morley St. in Moberly to US 24	\$.3 - \$.6
NE/Local	Bike/Ped	Jamison	Install sidewalks on Jamison in Kirksville	\$.4 - \$.5
NE/Local	Bike/Ped	Paris Gravel	Construct shoulders on Paris Gravel Rd. from U.S. 61 to Rt. MM	\$.5 - \$.6
NE/Local	Bike/Ped	FLATS	Construct the proposed Forest Lake Area Trails System to connect Thousand Hills State Park to Kirksville	\$.6 - \$1
NE	Highway	63	The northern most intersection does not have a merge sign on U.S. 63. Drivers coming out of Kirksville think they have the right of way when entering the bypass	\$.005 - \$.01
NE	Highway	47	Install a flashing yellow arrow at MO 47 and Warrior Ave. for south bound traffic to turn left	\$.01 - \$.015
NE	Highway	47	Install street lights at the intersection of MO 47 and Route W east of Troy to improve visibility and safety	\$.015 - \$.02
NE	Highway	Bus 61/C	Adding a vehicle activated emergency light would alert traffic to watch for emergency vehicles entering on Rt. C.	\$.02 - \$.03
NE	Highway	61	Additional emergency turn around between LaGrange and Canton at county road overpass	\$.025 - \$.05
NE	Highway	63	Improve the entrances in Macon at Allendale and Bettina Lanes	\$.025 - \$.05
NE	Highway	15/6	Provide lights at MO 15 and MO 6 south of Edina	\$.025 - \$.05
NE	Highway	36/79	Plant trees on the ramp on the south side of the highway and remove rumble strips in this area for a few hundred yards	\$.025 - \$.05
NE	Highway		Add lighting in front of Winfield High School	\$.03 - \$.04
NE	Highway	U	Construct guardrail approximately 2 miles north of Route 94.	\$.05 - \$.1

# **NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS**

Region	Type	Route (if applicable)	Description	Cost (millions)
NE	Highway		Sidewalk needed along N. Service Rd (Warrenton Wal-Mart)	\$.05 - \$.1
NE	Highway	63	Improve pavement markings for a four-lane to two-lane transition on US 63 bypass at Kirksville	\$.05 - \$.10
NE	Highway	Highway	Install street lamps at county roads and major roads such as County Rd. 1430 and U.S. 63 to improve safety and be able to see the intersections better	\$.05/intersection
NE	Highway	MM/Veteran's Rd	Intersection needs lighting in Hannibal	\$.08 - \$.1
NE	Highway	W/Veteran's Rd	Intersection needs lighting in Hannibal	\$.08 - \$.1
NE	Highway	136/15	Lighting at Route's 15 and 136, "Y" intersection in Memphis	\$.08 - \$.13
NE	Highway	15/MM	Lighting at Route's 15 and MM intersection in Memphis	\$.08 - \$.13
NE	Highway	36	Add lighting to the at-grade intersection of Rt. 36 and the Western entrance to Monroe City, near the golf course	\$.08 - \$.2
NE	Highway	63	Improve the merge on U.S. 63 from the Alternate Route as the ramp is long enough and the merge section is too short	\$.1 - \$.15
NE	Highway	15	Turning radius is minimal at Rt. 15 and Madison Street in Memphis city limits	\$.1 - \$.2
NE	Highway	15	Take down hill Rt. 15 just north of WW, 1 mile south of Shelbina	\$.1 - \$.2
NE	Highway	22	Improvements needed to Rt. 22/West Monroe from S. Morris St. to Rt. 15 in Morris	\$.1 - \$.2
NE	Highway	36	Improvements to the Monroe City and Shelbina overpasses to improve safety	\$.1 - \$.2
NE	Highway	47	Merge lane on Rt. 47 needs to be changed to right turn only, not merge left (right turn onto E. Walton)	\$.1 - \$.2
NE	Highway	70	Longer acceleration lane needed on east bound ramp at 200 interchange (Routes F & J) in Wright City	\$.1 - \$.2
NE	Highway	27 & 136	Several obstacles obstruct and impair long range visibility on the northbound off ramp including the piers on the overpass, mound of dirt and signage.	\$.1 - \$.2
NE	Highway	A/F	Improve sight distance at intersection where Rt. F and County Rd. 146 intersect with Rt. A (2-3/4 miles North of Holliday)	\$.1 - \$.2
NE	Highway	D	Replace bridge over Branch of Tuque Creek (approximately 1.3 miles east of Marthasville city limits)	\$.1 - \$.2

### NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NE	Highway	Highway	Provide guard rail on Crawford Hill	\$.1 - \$.2
NE	Highway	K	Widening of Rt. K or possible turn lane onto County Rd. 1710, east of Rt. 63 at Cairo	\$.1 - \$.2
NE	Highway	W	Repairs needed Main St. (Rt. W) in Vandalia, from Rt. 54 to Bland St. approx 0.6 miles long	\$.1 - \$.2
NE	Highway	47/Main St	Add lanes and pedestrian walkway in Troy	\$.1 - \$.3
NE	Highway	63/J	Intersection lighting, Caution lighting or traffic signals at Jacksonville	\$.1 - \$.3
NE	Highway	47	Improve visibility at Rt. 47 and Hickory Lick Rd. (north of Warrenton)	\$.1 - \$.5
NE	Highway	94/B	Improve visibility at Intersection of Routes 94 and B in Warren County	\$.1 - \$.5
NE	Highway	KK/Old 61	Improve turning intersection at Rt. KK and Old 61 intersection (north of Troy)	\$.1 - \$.5
NE	Highway	KK/W	Improve turning at intersection as Rt. W is located on a curve and therefore dangerous	\$.1 - \$.5
NE	Highway	M/Bus 63	Intersection lighting, caution lighting or traffic signals and lane widening in Moberly.	\$.1 - \$.5
NE	Highway	63/NN	Intersection lighting, caution lighting or traffic signals and construct interchange at Renick.	\$.1 - \$10
NE	Highway	K	Bridge protection on Rt. K in Knox County	\$.10 - \$15
NE	Highway	Bus. 61	Improve Business 61 through Bowling Green - in bad shape as are most of the city streets	\$.2 - \$.25
NE	Highway	15	Drainage and driveway issues due to multiple asphalt overlays and a ledge left in the gutter line along both sides of pavement. North from Rt. 22 to Mexico city limits, approximately 1 mile long.	\$.2 - \$.3
NE	Highway	47/79	Traffic signal needed at Rt. 79 & 47 intersection, just south of Winfield	\$.2 - \$.3
NE	Highway	B	Traffic lights needed at I-70 Southwest corner of Flying J (Routes A & B interchange)	\$.2 - \$.3
NE	Highway	F	Continue shoulder widening from southern limit of cost shared improvements to provide continuity of shoulder width from Rte. M intersection to southern village limit on Rte. F (Approximately 1 mile)	\$.2 - \$.3

### NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NE	Highway	J	Drainage and driveway issues due to multiple asphalt overlays and a ledge left in the gutter line along both sides of pavement (From Business 54 north to city limits Mexico, approximately 1.1 miles)	\$.2 - \$.3
NE	Highway	MM	Improve Rt. MM and the South Outer Rd. intersection angle to better see oncoming traffic	\$.2 - \$.3
NE	Highway	47/N	Move the intersection of Rt. N & Rt. 47 south or north to improve visibility	\$.2 - \$.1
NE	Highway	6	Add turn lane on Rt. 6 entrance to Knox County High School/Nursing Home outside of Edina	\$.3 - \$.4
NE	Highway	6	Add turn lane Highland High School near Ewing in Lewis County	\$.3 - \$.4
NE	Highway	24	Adding additional stop light approximately 150 yards west of the existing stop light on Rt. 24 in Moberly	\$.3 - \$.4
NE	Highway	61	Connect southbound on ramp of Rt. 16 with off ramp of Rt. P at Canton	\$.3 - \$.4
NE	Highway	94	Improve the ninety-degree corner, southbound near Treloar, with lights and rumble stripes	\$.3 - \$.4
NE	Highway	94	Replace bridge over Koch's Creek; approximately 0.3 miles south of Rt. N, near Marthasville	\$.3 - \$.4
NE	Highway	15 & 6	Increase the turning radius at Routes 15 & 6 intersection inside Edina city limits, Knox County	\$.3 - \$.4
NE	Highway	70 OR	Pave the north outer road of I-70 from Warrenton to the Flying J in Warren County	\$.3 - \$.4
NE	Highway	AA	Right turn lane or other solution needed at Rt. AA and North Outer Road, Warrenton	\$.3 - \$.4
NE	Highway	M	Turn lanes needed at Rt. M and Pinckney St. in Truesdale	\$.3 - \$.4
NE	Highway	W	Improve sight distance at Intersection of Rt. W and North Outer Road	\$.3 - \$.4
NE	Highway	15	Caution light and turn lanes at Scotland County R-1 School entrance (Lovers Lane) in Memphis.	\$.3 - \$.5
NE	Highway	19	Turn lanes are needed at Mark Twain High School near Center (approximately 0.2 miles long)	\$.3 - \$.5
NE	Highway	54	Repairs needed in various areas through Vandalia (approximately 2.3 miles long)	\$.3 - \$.5
NE	Highway	24/Bus 36	Reconfigure Rt. 24 & Bus. 36 three-way intersection in Monroe City	\$.3 - \$.5

# **NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS**

Region	Type	Route (if applicable)	Description	Cost (millions)
NE	Highway	6 & 16	Improve the intersection of Rt. 6 & 16 near Lewistown in Lewis County	\$.3 - \$.5
NE	Highway	M	Add an eastbound left turn lane on Rt. M at Laura St. in Truesdale	\$.3 - \$.5
NE	Highway	U/J	Realign Rt. U at Routes U & J, south junction	\$.3 - \$.7
NE	Highway	47	Improve the curve on MO 47 south of I-70 by the new firehouse	\$.3 - \$.5
NE	Highway	36	Improve the intersection of U.S. 36 and Riggs St. in Macon to relieve congestion	\$.35 - \$.40
NE	Highway	Bus. 61/161	Improvements to the intersection of Business 61 and MO 161 in Bowling Green. Possibly a roundabout or traffic signal	\$.35 - \$.45
NE	Highway	161	Replace one-lane bridge on MO 161 north of Buel over Elkhorn Creek	\$.4 - \$.45
NE	Highway	161	Replace one-lane bridge on MO 161 north of Montgomery City	\$.4 - \$.45
NE	Highway	63	Add shoulders from north edge of Macon to Rte. DD, approximately 3.4 miles.	\$.4 - \$.5
NE	Highway	79	Raise MO 79 south of Clarksville to prevent flooding	\$.4 - \$.5
NE	Highway	161	Replace one-lane bridge on MO 161 between Danville and Montgomery City over Smith Branch	\$.4 - \$.5
NE	Highway	B	Straighten Rt. B at Barnyville	\$.4 - \$.5
NE	Highway	Bus 61/Bus 54	Need right turn lanes at the 4-way stop in Bowling Green	\$.4 - \$.5
NE	Highway	H	Improve bridge four miles north of Arbela	\$.4 - \$.5
NE	Highway	P	Replace the one lane bridge over Hippo Creek, 2 miles south of Center	\$.4 - \$.5
NE	Highway	47	Turn lanes needed near Casey's in Warrenton	\$.4 - \$.6
NE	Highway	107	Resurface Rt. 107 from U.S. Rt. 24 to Rt. 154 (approximately 8.8 miles)	\$.45 - \$.5
NE	Highway	47	Widen the intersection of MO 47 at Hawk Point	\$.45 - \$.55
NE	Highway	24	Construct turn lanes in both directions on U.S. 24 at the Rothwell Park Rd. entrance to Rothwell Park/Moberly Aquatic Center and Howard Hills Athletic Complex	\$.5 - \$.6

### NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NE	Highway	79	Replace bridge over McLean's Branch, north edge of Winfield	\$ .5 - \$ .6
NE	Highway	54/Kelly Lane	Improve the U.S. 54 and Kelly Lane intersection near/in Louisiana.	\$ .5 - \$ .6
NE	Highway	C	Straighten Rt. C in Lewis County north of Ewing to run straight to MO 6. Would eliminate 2 sharp curves through town	\$ .5 - \$ .6
NE	Highway	E	Resurface Rt. E in Schuyler County	\$ .5 - \$ .6
NE	Highway	W	Widen shoulders & improve rough pavement at Rt. W between Rt. 47 & Rt. Y, near Troy (approximately 3 miles long)	\$ .5 - \$ .6
NE	Highway	61/B/E	Construct acceleration lanes at Routes B & E intersections with Rt. 61 (north of Troy)	\$ .5 - \$ .8
NE	Highway	24	Improve the MO 24 bridge underpass	\$ .5 - \$ 1
NE	Highway	A/B	Construct bike paths and sidewalks along Routes A and B through Higbee	\$ .5 - \$ 1
NE	Highway	136 & 81	Add turn lane on Rt. 81 and on Rt. 136 in Clark County	\$ .6 - \$ .7
NE	Highway	36/63	Install signal lighting at U.S. 36 and 63 in Macon to relieve congestion and improve safety	\$ .6 - \$ .7
NE	Highway	D	Replace bridge over BNSF railroad in LaPlata	\$ .6 - \$ .7
NE	Highway	KK	Resurface Rt. KK, near Troy (Approximately 9.4 miles)	\$ .6 - \$ .7
NE	Highway	TT	Add shoulders without rumble strips (Approximately 3.7 miles)	\$ .6 - \$ .7
NE	Highway	47	Install lighting and guard rails on MO 47 near Cuivre River Bridge	\$ .6 - \$ .8
NE	Highway	15/154	The intersection should run straight into MO 15 as it does at Junction 154 and 19 in Paris	\$ .6 - \$ .8
NE	Highway	15	Replace the narrow bridge on MO 15 approximately 4.5 miles north of Memphis (just south of Route BB)	\$ .65 - \$ .75
NE	Highway	6	Add/repair shoulders in Lewis County from Knox County line to Rt. DD. (Approximately 4.6 miles)	\$ .7 - \$ .8
NE	Highway	81	Replace bridge over BNSF railroad	\$ .7 - \$ .8
NE	Highway	A	Replace bridge over South Wyaconda River in Clark County	\$ .7 - \$ .8



### NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NE	Highway	22	Widen or replace bridge over Kansas City Southern railroad near Centralia	\$.8 - \$.9
NE	Highway	Bus 63	Add center turn lane from Route 6 West, north to Brewington (Approximately 1 mile)	\$.8 - \$.9
NE	Highway	11	Fix one-lane bridges on MO 11 north from Kirksville to MO 15	\$1 - \$1.1
NE	Highway	11	Fix one-lane bridges on MO 11 over Steer Creek, Floyd Creek and Fabius Bridge	\$1 - \$1.5
NE	Highway	Bus 63	Widening or turn lanes needed from Rt. EE to Rt. M in Moberly (approximately 1.6 miles)	\$1 - \$2
NE	Highway	Highway	Raise the railroad overhead in Mexico due to continuous flooding	\$1 - \$2
NE	Highway	15	Repair the Black Creek Bridge on MO 15 in Shelby County	\$1.1 - \$1.2
NE	Highway	15	Remove/replace three narrow bridges on MO 15 between Memphis and the Iowa state line	\$1.25 - \$1.5
NE	Highway	15	Replace bridge on MO 15 north of Memphis	\$1.25 - \$1.5
NE	Highway	16	Rehabilitate/reconstruct Middle Fabius Bridge on MO 16 in Lewis County	\$1.3 - \$1.5
NE	Highway	D	Raise Rt. D in Clark County over the Wyaconda River which isolates residents during flooding	\$1.4 - \$1.5
NE	Highway	Bus. 63	Widen existing roadway to three lanes at Kirksville	\$1.5 - \$2
NE	Highway	K	Add/repair shoulders north of LaBelle (approximately 9.8 miles)	\$1.6 - \$1.7
NE	Highway	19	Widen or straighten MO 19 south of I-70 towards Hermann	\$1.8 - \$2
NE	Highway	61	Construct a bypass or secondary access to Rt. 61 or 47 from Troy Buchanan High School	\$1.8 - \$2
NE	Highway	C	Widen Rt. C from Rt. 36 south to county line and add shoulders (approximately 10.9 miles)	\$1.8 - \$2
NE	Highway	19	Construct shoulder on MO 19 south of I-70	\$1.8 - \$2
NE	Highway	Bus. 61/Y	Add wider shoulders to Business 61 and Rt. Y near Bowling Green for the safer travels for the Amish	\$1.9 - \$2.1
NE	Highway	B	Connect with paved shoulders on Great River Rd. - Waconda State Park through LaGrange and Canton to Rt. 61	\$2 - \$2.5

### NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NE	Highway	A/Bus 63	Add overpass at the junction of Rt. A and Business 63 (South Morley) on the south edge of Moberly	\$2 - \$3
NE	Highway	Various	Keep interstate bridges in good condition	\$2 - \$4
NE	Highway	T, Z, J	Resurface Routes T, Z and J in Shelby County	\$2.1 - \$2.3
NE	Highway	100	Install shoulders and rumble strips on MO 100 between New Haven and Hermann	\$2.4 - \$2.6
NE	Highway	251	Construct a truck bypass on County Road 251 from Rt. NN to Rt. D near Louisiana	\$2.6 - \$3
NE	Highway	154	Widen Rt. 154 from Paris to Perry (approximately 18.2 miles)	\$3 - \$3.2
NE	Highway	15	Widen with shoulders on MO 15 in Shelby County	\$3 - \$3.5
NE	Highway	63	Upgrade U.S. 63 at Excello to straighten out/remove the curve and improve safety	\$3 - \$3.5
NE	Highway	J	Construct shoulders on Rt. J from Mexico to MO 19	\$3 - \$3.5
NE	Highway	61	Construct over and/or under passes on U.S. 61 at Ross St. and East Main Cross in Palmyra	\$3 - \$4
NE	Highway	61	Improve southbound access Rt. 61 and Old Cap Au Gris in Troy	\$3 - \$4
NE	Highway	6	Repair/add shoulders from Sullivan County to Chariton River near Novinger and from Rt. 63 to Knox County (approximately 21.3 miles)	\$3.5 - \$4
NE	Highway	136	Add/repair shoulders through Scotland County (approximately 22.6 miles)	\$3.7 - \$4
NE	Highway	6	Add/repair shoulders east and west through Knox County (approximately 23 miles)	\$3.8 - \$4
NE	Highway	61	Construct a frontage road along U.S. 61 between Routes C and U	\$4 - \$5
NE	Highway	61	Roadway improvements to address frequent flooding from Alexandria to Iowa State line	\$4 - \$6
NE	Highway	11	Install shoulders on MO 11	\$4.2 - \$4.5
NE	Highway	FF	Extend Rt. FF in Clark County to MO 81 (approximately 5 miles total)	\$4.5 - \$5
NE	Highway	W	Construct shoulders on Rt. W in Lincoln County	\$4.5 - \$5

### NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NE	Highway	79	Rehabilitate bridges over city streets	\$4.5 - \$5.5
NE	Highway	81	Add/repair shoulders on Route 81 through entire county (approximately 29.8 miles)	\$4.9 - \$5.1
NE	Highway	168	There needs to be better shoulders on Rt. 168 in Marion County (approximately 30 miles long)	\$4.9 - \$5.1
NE	Highway	Business 54	Widen MO 22/15, Business 54 (S. Clark St.) in Mexico from the interchange with U.S. 54 to W. Boulevard St. Widen to five lanes, install new traffic signals, etc.	\$5 - \$6
NE	Highway	70	Improve the overpass access to the Truxton truck stop	\$5-\$10
NE	Highway	15	Add/repair shoulders north and south through Knox county (approximately 31.2 miles)	\$5.1 - \$5.3
NE	Highway	HH/11/3	Add shoulders to the minor routes, particularly Rt. HH and MO 11 and 3 in Adair County	\$6 - \$6.25
NE	Highway	94	Improve MO 94 from Jefferson City to MO 47	\$6 - \$6.5
NE	Highway	19	Replace railroad underpass near New Florence to address safety	\$7 - \$7.5
NE	Highway	22	Resurface MO 22 in Audrain/Boone County	\$7 - \$8
NE	Highway	47	Raise MO 47 out of the flood plain from Washington to Marthasville	\$7 - \$9
NE	Highway	36	Construct an overpass over U.S. 36 at Kellogg St. in Macon with entrance and exit ramps to improve economic development possibilities and safety	\$8 - \$10
NE	Highway	47	Roadway/shoulder improvements from Troy to Hawk Point	\$8 - \$10
NE	Highway	156/63	Need overpass at Rt. 156 and Rt. 63 intersection at LaPlata	\$8 - \$10
NE	Highway	47	Widen/Construct new MO 47 overpass over U.S. 61 to include additional lanes and relieve congestion	\$8.5 - \$9
NE	Highway	63	Construct an overpass on U.S. 63 connecting Routes M and J at Atlanta	\$9 - \$11
NE	Highway	61	Replace existing Cuivre River Bridges	\$10 - \$11
NE	Highway	70	Construct a new interchange in Warrenton west of Rt. MM (or at existing Stracks Church Rd.) to reduce existing traffic on MO 47 and bring more economic	\$10 - \$15

### NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
			development to the area	
NE	Highway	47	Hopewell Hill on MO 47 - construct a viaduct from the second entry to Coventry and go directly across the valley to the top of the hill	\$10 - \$15
NE	Highway	61	Eliminate at-grade crossings on U.S. 61 in Lincoln County by installing "J-turns" or constructing interchanges	\$12 - \$80
NE	Highway	70	Straighten I-70 at the rail overpass between High Hill and Jonesburg	\$13 - \$14
NE	Highway	61	Corridor improvements in Palmyra	\$13 - \$15
NE	Highway	79	Resurface and add shoulders and rumble strips to MO 79	\$13 - \$15
NE	Highway	63	Improve the surface of U.S. 63 between Columbia and Moberly	\$14 - \$16
NE	Highway	70/47	Construct a new interchange at I-70 and MO 47 in Warrenton	\$14 - \$16
NE	Highway	24	Replace the support cable on the Quincy Bayview Bridge (50/50 cost split with Illinois)	\$15 - \$17
NE	Highway	63	Construct overpasses on the new lanes in Kirksville	\$24 - \$27
NE	Highway	Various	Keep interstate pavements in good condition	\$45 - \$55
NE	Highway	24	Replace the Quincy Bridge over the Mississippi River (50/50 cost split with Illinois)	\$50 - \$55
NE	Highway	54	Replace the Louisiana Bridge over the Mississippi River (50/50 cost split with Illinois)	\$50 - \$55
NE	Highway	63	Construct a four-lane bypass around Macon	\$55 - \$60
NE	Highway	61	Alternate roadway west of Hannibal (Hannibal Expressway)	\$60 - \$65
NE	Highway	63	Corridor improvements (including lanes) from Kirksville to Iowa state line	\$60 - \$70
NE	Highway	54	Construct shared four-lane roadway from Mexico to Louisiana	\$80 - \$90
NE	Highway	61	Construct interchanges at North Lincoln Dr. in Troy and Rt. P and W in St. Charles County; remove crossovers and construct outer road segments to address mobility and safety	\$85 - \$90

### NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NE	Highway	54	Upgrade U.S. 54 from Mexico to Bowling Green with new four-lane roadway	\$145 - \$155
NE	Highway	54	Upgrade U.S. 54 by building a freeway bypass east of Kingdom City with new interchange at I-70. Also, complete the Mexico bypass with a four-lane highway and re-route a new four-lane highway with more direct alignment to Bowling Green and Louisiana. Another option would be a completely new alignment directly connecting to I-72 near Hannibal.	\$160 - \$170
NE	Highway	Various	Keep bridges (non-interstate, under 1,000 ft.) in good condition	\$175 - \$210
NE	Highway	47	Four-lane MO 47 from MO 79 to Warrenton	\$180 - \$190
NE	Highway	Various	Keep minor roads in good condition	\$310 - \$330
NE	Highway	Various	Keep major roads (non-interstate) in good condition	\$400 - \$425
NE	Highway	63	Plant tree along the US 63 bypass right of way in Kirksville to help with noise reduction and erosion control in Adair County	\$.08 - \$.1
NE	Highway	63	Construct an interchange at US 63 and MO 11 intersection near Kirksville in Adair County	\$6 - \$8
NE	Highway	63	Four-lane the alternate route around Kirksville in Adair County	\$25 - \$30
NE	Highway	P	Widen Rt. P in Kirksville in Adair County	\$.3 - \$.5
NE	Highway	C	Improve the roadway on Rt. C west of Palmyra where culverts have settled in Marion County	\$.02 - \$.03
NE	Highway	61	Construct a turn lane on US 61 at the Rt. V intersection 7 miles north of Troy in Lincoln County	\$.4 - \$.5
NE	Highway	63	Construct a bypass around Macon County	\$55 - \$60
NE	Highway	La Harpe/63/Patterson	Install pedestrian crossing for Baltimore in Adair County	\$.2 - \$.25
NE	Highway	B/47/94/M/MM/W/AA/F/OO	Add and widen shoulders on Rte. B, 47, 94, M, MM, W, AA, F, OO in Warren County	\$9 - \$11

### NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NE	Highway	19/B/94/161/F/EE/K/P/Y/70	Add and widen shoulders on Rte. 19, B, 94, 161, F, EE, K, P, Y and I-70 service roads in Montgomery County. Include guardrail on Rt. 161	\$15.7 - \$18.8
NE	Highway	19/47/44/61	Expand corridors to improve safety for Rte. 19 and 47 from I-44 to Rt. 61	\$400 - \$900
NE	Highway	J	Add shoulders and guardrails with shoulders on Highway J between Mineola and Danville in Montgomery County	\$.4 - \$.5
NE/Local	Highway	Green Blvd.	Resurface Green Blvd. in Mexico	\$.15 - \$.2
NE/Local	Highway	Pure Air Trail	Pave Pure Air Trail gravel road between MO 149 and Rt. DD in Adair County	\$.9 - \$1.1
NE	Rail	Rail	Provide lighted railroad crossing to improve poor line of site in both directions south of Bevier	\$.05 - \$.06
NE	Rail	A	Construct an overpass over the railroad tracks on Rt. A in Higbee to eliminate car/train collisions and allow emergency personnel access to both sides of the track	\$1 - \$2
NE	Rail	Rail	Create state rail asset management program to help fund industrial rail infrastructure	\$2 - \$2.4
NE	Rail		Short-line rail line needed to Troy from 79 area (approximately 14 miles)	\$20 - \$25
NE	Rail	Rail	Provide passenger rail service for the city of Clarksville	\$75 - \$100
NE	Rail	Rail	Passenger rail service between Hannibal, Quincy and Chicago	\$75 - \$100
NE	Rail	Rail	Provide rail service to Hannibal	\$75 - \$100
NE	Transit	Transit	Provide rural transit vehicles for expanded service	\$12 - \$13
NE	Transit	Transit	Increase rural transit services provided from averaging 2 days per week to 5 days per week (i.e., OATS, etc.)	\$145 - \$175
NE	Waterways	Waterways	Terminal Improvements - B at Lewis Canton Port	\$.06 - \$.1
NE	Waterways	Waterways	Roadway Improvements at Lewis Canton Port	\$.35 - \$.4
NE	Waterways	Waterways	Ferry Boat Replacement at Lewis Canton Port	\$.75 - \$.8
NE	Waterways	Waterways	Terminal Improvements - A at Lewis Canton Port	\$1.7 - \$2

NORTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS				
Region	Type	Route (if applicable)	Description	Cost (millions)
NE	Waterways	Waterways	Adequate docking on the Mississippi River in Clarksville	\$2 - \$2.5
NE	Waterways	Waterways	Rail needed at port facility in Lincoln County south of Lock & Dam	\$2 - \$3
NE	Waterways	Multimodal	Operational funding for Lewis County/Canton Port Authority at Canton	\$5 - \$6
NE	Waterways	Waterways	Construct a Ferry Boat Maintenance Facility at Lewis Canton Port	Unknown



### NORTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NW	Aviation	Aviation	Construct fuel storage facilities at Brookfield airport	\$.2 - \$.25
NW	Aviation	Aviation	Construct a community hangar at Maryville airport	\$.25 - \$.3
NW	Aviation	Aviation	Construct new terminal building at Cameron airport	\$.25 - \$.3
NW	Aviation	Aviation	Construct new six stall hangar at Albany airport	\$.25 - .3
NW	Aviation	Aviation	Construct terminal building at Brookfield airport	\$.35 - \$.4
NW	Aviation	Aviation	Construct eight-unit hangar at Brookfield airport	\$.4 - \$.5
NW	Aviation	Aviation	Rehabilitate apron at Chillicothe airport	\$.4 - \$.6
NW	Aviation	Aviation	Rehabilitate runway at Albany airport	\$.5 - \$1
NW	Aviation	Aviation	Construct airport perimeter fencing at St. Joseph airport	\$.85 - \$1
NW	Aviation	Aviation	Apron expansion at St. Joseph airport	\$1.4 - \$1.6
NW	Aviation	Aviation	Construct runway extension and partial parallel taxiway at the Tarkio airport	\$1.5 - \$2
NW	Aviation	Aviation	Reconstruct runway at Unionville	\$1.5 - \$2
NW	Aviation	Aviation	Rehabilitate runway 14/32 at Maryville airport	\$2.5 - \$3
NW	Aviation	Aviation	Realign Taxiway Bravo West at St. Joseph airport	\$5 - \$6
NW	Bike/Ped	136	Construct the Mozingo Dam Trail directly off MO 136 traveling over the dam and around the dam entrance	\$.1 - \$.15
NW	Bike/Ped	Meadville	Construct sidewalks in Meadville to allow access throughout town	\$.1 - \$.3
NW	Bike/Ped	McElwaine/36/Griffin	Additional bike trails to be built along the hospital in Cameron - McElwaine Rd. and Rt. 36, and Route 36 and Griffin Rd.	\$.1 - \$.5
NW	Bike/Ped	Z	Install share the road signs on Rt. Z from U.S. 65 to the junction of Rt. C	\$.1- \$.3
NW	Bike/Ped	59/St. Joseph	Pave existing shoulders along Rt. 59 (St. Joseph Ave.) to accommodate bicycle traffic	\$.2 - \$.3

### NORTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NW	Bike/Ped	FF	Construct sidewalks or a bike/ped path on Rt. FF in Agency	\$.2 - \$.5
NW	Bike/Ped	M	Construct crosswalks on Rt. M in Barnard from the intersection of Route M/WW east to the city limit	\$.2 - \$.5
NW	Bike/Ped	371	Construct sidewalks on MO 371 in St. Joseph to the city limits	\$.25 - \$.3
NW	Bike/Ped	69 Spur	Construct bike/ped trail on U.S. 69 spur north of Bethany	\$.3 - \$.5
NW	Bike/Ped	C	Install share the road signs on Rt. C through Dawn and then north to junction of U.S. 36 at Utica	\$.3 - \$.5
NW	Bike/Ped	136	Construct a sidewalk on MO 136 from MO 136/U.S. 71 traveling west to Depot St. and the intersection of 7th St. and Depot St. in Maryville	\$.3 - \$.8
NW	Bike/Ped	V	Resurface and add shoulders on Rt. V from Icon Rd. to V/Main St. in Maryville	\$.3 - \$.8
NW	Bike/Ped	136	Widen bridge deck to existing Rt. 136 roadway width to accommodate bicycle traffic to and from Mozingo Lake on Rt. 136	\$.4 - \$.5
NW	Bike/Ped	759	Construct sidewalks on U.S. 759 from U.S. 36 to Stockyard Expressway	\$.4 - \$.9
NW	Bike/Ped	YY	Installation of sidewalks, ramps and crosswalks along Route YY (Mitchell Ave.) that serve the Missouri Western State University campus	\$.5 - \$.6
NW	Bike/Ped	6	Installation of sidewalks, ramps and crosswalks along Rt. 6 (Frederick Blvd.)	\$.5 - \$.7
NW	Bike/Ped	59	Widen shoulders along Rt. 59 to accommodate bicycle traffic	\$.5 - \$.7
NW	Bike/Ped	65	Provide sidewalks along Rt. 65 from the CRBM railroad bridge to Business 36	\$.5 - \$.7
NW	Bike/Ped	5	Construct a sidewalk on MO 5 in Milan from the MO 5 and MO 6 junction to Casey's	\$.5 - \$1
NW	Bike/Ped	69	Construct sidewalks on U.S. 69 through Bethany from south of town at MO 13, U.S. 136 and U.S. 69 junction to north at U.S. 69 spur.	\$.5 - \$1
NW	Bike/Ped	169	Construct sidewalks on U.S. 169 in Union Star to allow access to Union Star Elementary and High School	\$.5 - \$1
NW	Bike/Ped	A/33/116	Add sidewalks and shoulders on Rt. A and traffic light at the intersection of Rt. A/MO 33 and MO 116	\$.5 - \$1
NW	Bike/Ped	Bike/Ped	Extend southbound shoulders at Belt Hwy. for bicyclists and pedestrians	\$.5 - \$1

### NORTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NW	Bike/Ped	E	Construct sidewalks on Rt. E from Bus. 71 to Catalpa in Savannah	\$ .5 - \$1
NW	Bike/Ped	FF	Construct a sidewalk along Rt. FF in the Village of Agency from Martin Dr. south to the post office to provide safer means for public to walk and bike.	\$.5 - \$1.5
NW	Bike/Ped	Riverside	Construct a bike/ped trail on Riverside Dr. from U.S. 36 to Frederick in St. Joseph	\$.8 - \$1.2
NW	Bike/Ped	169	Construct sidewalks on U.S. 169 in Gower to allow access to East Buchanan schools	\$.8 - \$1.3
NW	Bike/Ped	T	Construct bike/ped trail on Rt. T from S. 9th Terr. to Country Rd. 424 in Savannah	\$.8 - \$1.3
NW	Bike/Ped	6	Construct sidewalks for pedestrian movements from Woodbine Rd. to Leonard Rd., restripe Rt. 6 from Riverside Rd. to Leonard Rd. to provide bicycle lanes., and include interconnected and adaptive signals.	\$1 - \$1.2
NW	Bike/Ped	190	Add a bike lane to both sides of Rt. 190	\$1 - \$1.2
NW	Bike/Ped	69	Construct sidewalks along Rt. 69 to accommodate pedestrian and bicycle traffic. includes the addition of sidewalks on Rt. 69 Bridge over Rt. 36. Corridor connects to downtown Cameron with new development to the north of Rt. 36. Part of the Cameron Trail plan which is still in development.	\$1 - \$1.5
NW	Bike/Ped	O	Construct bike/ped trail on Rt. O in Agency	\$1 - \$1.5
NW	Bike/Ped	136	Replace the MO 136 Mazingo Creek bridge in Maryville	\$1 - \$2
NW	Bike/Ped	65	Provide sidewalks along the west side of Rt. 65 from Rt. 190 to Park Lane in Chillicothe	\$1.5 - \$2
NW	Bike/Ped	190	Construct bike/ped trail on MO 190 in Chillicothe from the MO 190/U.S. 65 junction to Rt. A	\$1.5 - \$2
NW	Bike/Ped	Bike/Ped	Provide biking/walking trails in Maryville	\$2 - \$3
NW	Bike/Ped	Belt	Construct transit stops on Belt Hwy. from County Line Rd. to Leonard Rd.	\$2.5 - \$3
NW	Bike/Ped	Business 71	Resurface and add shoulders on Business 71 over I-29 north of St. Joseph	\$3 - \$4
NW	Bike/Ped	A	Installation of sidewalks, ramps and crosswalks along Rt. A	\$4 - \$4.5

### NORTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NW	Bike/Ped	Gene Field	Construct bike/ped lanes on the Gene Field Rd. bridge over I-29	\$5 - \$6
NW	Bike/Ped	169	Installation of sidewalks, ramps and crosswalks along Rt. 169 (Belt Hwy.)	\$6 - \$6.5
NW	Bike/Ped	Bike/Ped	Construct bike lanes from Savannah to St. Joseph	\$6 - \$8
NW	Bike/Ped	Bike/Ped	Make streets walkable/livable in St. Joseph	\$8 - \$10
NW	Bike/Ped	136	Construct shoulders on 12 bridges on U.S. 136 between Maryville and Ravenwood, and Maryville and Burlington Junction	\$12 - \$14
NW	Bike/Ped	136	Construct shoulders on U.S. 136 between I-29 and I-35	\$25 - \$30
NW/Local	Bike/Ped	Bethany	Repair sidewalks in Bethany	Bethany
NW/Local	Bike/Ped	Main	Construct sidewalks on Main St. from S. Avenue to Rt. V in Maryville	Maryville
NW/Local	Bike/Ped	CR 400/340	Pave County Rd. 400/340 near Nodaway to connect two disconnected sections of Rt. T or create a paved bike/ped trail along adjoining railroad tracks (Lewis & Clark Trail)	Nodaway
NW/Local	Bike/Ped	Ashland	Repair sidewalks on Ashland Ave. in St. Joseph	St. Joseph
NW/Local	Bike/Ped	Faraon/Jules	Construct sidewalks on Faraon/Junes from 30th St. to the Belt Hwy.	St. Joseph
NW/Local	Bike/Ped	Karnes	Construct sidewalks and shoulders on Karnes Rd. from St. Joseph Ave. to Ashland Ave. in St. Joseph	St. Joseph
NW/Local	Bike/Ped	Lovers	Construct sidewalks on Lovers Lane from Ashland Ave. to Lovers Lane Memorial and allow access to the St. Joseph Parkway system	St. Joseph
NW/Local	Bike/Ped	Pear	Construct sidewalks on Pear from MO 371 to Belt Hwy. Include transit stops closer to the Belt area also.	St. Joseph
NW/Local	Bike/Ped	St. Joe	Construct more bicycle lanes on roadways in St. Joseph	St. Joseph
NW	Highway	F	Install a flashing light at the school on Rt. F near Jamesport	\$.01 - \$.05
NW	Highway	6	Consider no passing zone on MO 6, sight distance on either side of MO 190 is a problem	\$.05 - \$.1
NW	Highway	36	Add a turn lane for safety to the Gantz Street exit off U.S. 36	\$.2 - \$.5

### NORTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NW	Highway	136	Reconfigure the signage at MO 136 and 39th St. in Bethany for vehicles turning north at the stop sign	\$.2 - \$.5
NW	Highway	129/11	Improve the Winnegan intersection of MO 129 and MO 11	\$.2 - \$.5
NW	Highway	Bus. 5	Construct sidewalk along Business 5 in Milan	\$.2 - \$.5
NW	Highway	13	Consider long term options for fixing the erosion problem on MO 13 in Daviess County at Marowbone Creek (west side of highway just south of the bridge in the bottom)	\$.3 - \$.5
NW	Highway	36	Improve intersection geometrics on U.S. 36 at McElwain Dr. in Cameron	\$.3 - \$.8
NW	Highway	136	Improve intersection geometrics at Rt. 5	\$.3 - \$.8
NW	Highway	J	Replace the bridge deck on Rt. J	\$.3 - \$.8
NW	Highway	113	Widen MO 113 at MO 59 toward Maryville	\$.4 - \$.6
NW	Highway	65	Reconstruct the intersection of U.S. 65 and 28th St. in Trenton	\$.5 - \$1
NW	Highway	65	Construct turn lanes on U.S. 65 southbound to turn left to eastbound U.S. 136 in Princeton	\$.5 - \$.8
NW	Highway	TT	Resurface Rt. TT in Nodaway County	\$.5 - \$.8
NW	Highway	6	Improve intersection geometrics on MO 6 at Rt. C in DeKalb County	\$.5 - \$1
NW	Highway	136	Improve intersection at Rt. 46 near Ravenwood with left turn lane and lighting	\$.5 - \$1
NW	Highway	190	Construct a traffic signal at MO 190 and Hornet Drive in Chillicothe	\$.5 - \$1
NW	Highway	69	Improve intersection geometrics on U.S. 69 at Rt. 116 in Clinton County	\$.5 - \$1.5
NW	Highway	O	Resurface and add shoulders to Rt. O in Livingston County	\$.5 - \$1.5
NW	Highway	111	Upgrade MO 111 at Rt. T to provide a safer intersection. Add shoulders and correct the 90 degree curve in Forest City	\$.5 - \$2
NW	Highway	59	Intersection improvements	\$.7 - \$.9

### NORTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NW	Highway	136	Replace bridge on MO 136 at Muddy Creek	\$.8 - \$1
NW	Highway	136/5	Improve the intersection of U.S. 136 and MO 5 at Unionville with a turn lane	\$.8 - \$1
NW	Highway	ZZ	Resurface Rt. ZZ in Nodaway County	\$.8 - \$1.2
NW	Highway	111	Improve MO 111 to include shoulders and correct the intersection of Rt. T near Forest City	\$1 - \$1.5
NW	Highway	N	Repair Rt. N on the east end in Putnam County	\$1 - \$1.5
NW	Highway	35	Replace bridge deck to extend bridge life	\$1 - \$2
NW	Highway	59	Repair the MO 59 bridge on the east edge of Mound City	\$1 - \$2
NW	Highway	59	Construct shoulders on MO 59 east of Oregon to I-29	\$1 - \$2
NW	Highway	E	Resurface and add shoulders to Rt. E in Worth County	\$1 - \$2
NW	Highway	EE	Resurface and add shoulders to Rt. EE in Sullivan County	\$1 - \$2
NW	Highway	F	Resurface and add shoulders on Rt. F in Putnam County	\$1 - \$2
NW	Highway	FF	Resurface and add shoulders to Rt. FF in Gentry County	\$1 - \$2
NW	Highway	O	Resurface and add shoulders to Rt. O in Daviess County	\$1 - \$2
NW	Highway	P	Resurface and add shoulders to Rt. P between Bigelow and Fortescue	\$1 - \$2
NW	Highway	W/OO	Resurface and add shoulders to Rt. W and OO in Atchison County	\$1 - \$2
NW	Highway	36	Reconstruct the intersection of U.S. 36 and Mitchell Road in Chillicothe to improve safety	\$1 - \$2
NW	Highway	111	Resurface and add shoulders to MO 111 from Oregon to Forest City	\$1 - \$2
NW	Highway	F	Resurface Rt. F in Daviess County	\$1 - \$3
NW	Highway	N	Resurface and add shoulders to Rt. N in Dekalb County between MO 6 and U.S. 36	\$1 - \$2

### NORTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NW	Highway		Repair Barnard Bridge over 102 River	\$1 - \$2
NW	Highway	29	Replace bridge deck to extend bridge life	\$1.5 - \$2
NW	Highway	K	Resurface and add shoulders on Rt. K in Mercer County	\$1.5 - \$2
NW	Highway	29	Interchange improvements at Faraon Rd. in St. Joseph	\$1.5 - \$2.5
NW	Highway	190	Redeck and repaint the two-lane bridge over the Thompson River	\$2 - \$2.5
NW	Highway	10	Raise roadbed above flood plain west of Carrollton	\$2 - \$3
NW	Highway	29	Replace bridge to provide new crossing	\$2 - \$3
NW	Highway	CC	Resurface and add shoulders to Rt. CC between Trenton and Mt. Moriah	\$2 - \$3
NW	Highway	J	Resurface and add shoulders to Rt. J in Dekalb County between MO 6 and U.S. 36	\$2 - \$3
NW	Highway	NN	Repair bridge decks on Rt. NN over the Platte River within Parnell.	\$2 - \$3
NW	Highway	T	Upgrade Rt. T near Savannah in Andrew County to provide shoulders	\$2 - \$3
NW	Highway	13	Replace the bridge on MO 13 over Honey Creek	\$2 - \$4
NW	Highway	71	Improve intersection at Rt. V in Maryville to reduce congestion	\$2 - \$4
NW	Highway	129	Improve pavement on MO 129 from U.S. 136 to MO 6 in Sullivan County	\$2 - \$4
NW	Highway	136	Replace bridge on Rt. 136 at the Atchison/Nodaway County line	\$2 - \$4
NW	Highway	148	Resurface and add shoulders on MO 148 from the 102 River north to 130th St. near Hopkins	\$2 - \$4
NW	Highway	371	Resurface and add shoulders to MO 371	\$2 - \$4
NW	Highway	229/752	Improve interchange of I-229 and MO 752 with west side ramps	\$2 - \$4
NW	Highway	59/752	Improve intersection with signals and turn lanes to reduce congestion due to existing rail crossing	\$2 - \$4



### NORTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NW	Highway	O	Resurface and add shoulders to Rt. O from Ravenwood to Gentry	\$2 - \$4
NW	Highway	46	Repair/Replace one-lane bridge on MO 46 between Grant City and Sheridan	\$2 - \$4
NW	Highway	85	Reconstruct roadway within city limits of Albany	\$2.5 - \$3.5
NW	Highway	Various	Interchange lighting at various locations to improve visibility and safety	\$2.5 - \$3.5
NW	Highway	35	Interchange improvements at I-35 and Rt. 36 in Cameron ranging from improving the bridge to reconstructing entire interchange	\$2.5 - \$45
NW	Highway	59	Intersection improvements	\$3 - \$3.5
NW	Highway	65	Redeck and repaint the two-lane bridge over the Thompson River	\$3 - \$3.5
NW	Highway	65	Redeck and repaint the U.S. 65 bridge over the Grand River in Livingston County	\$3 - \$4
NW	Highway	169	Resurface roads to improve pavement condition	\$3 - \$4
NW	Highway	HH/MM	Resurface and add shoulders to Routes HH and MM in Buchanan County	\$3 - \$4
NW	Highway	13	Replace the Log Creek bridge on MO 13 near Kingston	\$3 - \$5
NW	Highway	31	Resurface and add shoulders on MO 31	\$3 - \$5
NW	Highway	Bus. 71	Widen roadway for 3-lane section through Savannah including sidewalks and pedestrian crossings	\$3 - \$5
NW	Highway	DD/FF/T	Improve the surface and shoulders on Routes DD, FF and T in Gentry Co.	\$3 - \$5
NW	Highway	36	Interchange improvements at Rt. 36 and Rt. AC in St. Joseph	\$3 - \$6
NW	Highway	T/Z/K/E/Y	Resurface and add shoulders on Routes T, Z, K, E and Y in Worth County	\$3.5 - \$5
NW	Highway	DD	Replace bridge to provide new crossing and ramp improvements	\$4 - \$4.5
NW	Highway	29	Replace bridge deck to extend bridge life	\$4 - \$5
NW	Highway	48	Replace bridge to provide new crossing	\$4 - \$5

### NORTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NW	Highway	169	Reduce congestion on U.S. 169 by constructing left turn lanes at county road intersections from Rt. D and I-29	\$4 - \$5
NW	Highway	46	Resurface and add shoulders on MO 46 from U.S. 136 to Rt. 246	\$4 - \$6
NW	Highway	48	Replace one-lane bridges on MO 48 in Nodaway County	\$4 - \$6
NW	Highway	Bus. 71	Resurface Business 71 from Savannah to St. Joseph and US 71 northbound from Savannah to Pumpkin Center	\$4 - \$6
NW	Highway	P	Relocate Route P east of Linneus from 230th St. to MO 5	\$4 - \$7
NW	Highway	13	Resurfacing and shoulder improvements	\$4.5 - \$5.5
NW	Highway	169	Roadway widening to improve traffic efficiency and safety	\$4.5 - \$5.5
NW	Highway	ITS	Develop a Traffic Management Center/System in Northwest Missouri	\$5 - \$10
NW	Highway	36	Route 36 interchange to support the planned Agri-Business Expo Center	\$5 - \$6
NW	Highway	129	Resurface and add shoulders on MO 129 from Green City to Winigan	\$5 - \$6
NW	Highway	136	Construct shoulders and rumble strips on MO 136 from Princeton to Bethany	\$5 - \$7
NW	Highway	D	Resurface and add shoulders to Rt. D in Andrew County	\$5 - \$7
NW	Highway	M	Resurface and add shoulders on Rt. M in Linn County	\$5 - \$7
NW	Highway	M/J	Resurface and add shoulders to Routes M and J in Guilford	\$5 - \$7
NW	Highway	35	Repair the northbound lanes of I-35 from U.S. 36 to MO 6 - driving lanes are rutted from overloaded trucks	\$5 - \$8
NW	Highway	116	Provide access to I-29 from MO 116 with interchange	\$5 - \$8
NW	Highway	DD	Resurface and add shoulders on Rt. DD from Savannah to U.S. 59 in St. Joseph	\$5 - \$8
NW	Highway	5	Improve MO 5 from 5 miles north of Browning to the junction of MO 5 and MO 6 in Sullivan County and from east of Milan to 3 miles south of Putnam County line	\$5 - \$8
NW	Highway	59	Replace bridge to provide new crossing	\$5.5 - \$6.5

### NORTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NW	Highway	169	Resurfacing and shoulder improvements to improve pavement condition and safety	\$6 - \$7
NW	Highway	36	Rehabilitate the bridges over the Missouri River in St. Joseph	\$6 - \$8
NW	Highway	69	Resurface and add shoulders on U.S. 69 in Daviess County	\$6 - \$8
NW	Highway	229/A	Construct ramps on east side of existing interchange to accommodate all traffic movements	\$6 - \$8
NW	Highway	C	Resurface and add shoulders on Rt. C in Andrew County	\$6 - \$8
NW	Highway	36	Interchange improvements at U.S. 36 and Riverside Rd.	\$6 - \$9
NW	Highway	C	Improve Rt. C between Plattsburg and Rt. 92	\$6 - \$9
NW	Highway	24	Resurface and add shoulders on U.S. 24 in Chariton County	\$7 - \$8
NW	Highway	139	Resurface and add shoulders on MO 139 from U.S. 136 to MO 6	\$7 - \$9
NW	Highway	J/E	Resurface and add shoulders to Routes J and E in Mercer County	\$7 - \$9
NW	Highway	46	Repair the shoulders and edge of MO 46 in Atchison/Nodaway Counties to prevent deterioration and increase safety	\$8 - \$10
NW	Highway	229	Construct interchange at Cook Rd. in St. Joseph	\$8 - \$10
NW	Highway	O	Provide access to I-29 from Rt. O with interchange	\$8 - \$10
NW	Highway	NN	Reconstruction of Rt. NN from MO 148 to Parnell school bus Rt. C	\$8 - 10
NW	Highway	229	Provide access to I-229 at Cook Rd. with interchange	\$8 - \$10
NW	Highway	169	Resurfacing and shoulder improvements	\$9 - \$11
NW	Highway	AC	Reconstruct intersection to improve congestion	\$9 - \$11
NW	Highway	35	Improve I-35 from Cameron to Lathrop	\$10 - \$12
NW	Highway	136	Add passing lanes on MO 136 between Bethany and Maryville	\$10 - \$12

### NORTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NW	Highway	59	Separate the Burlington rail track from Rt. 59 with an overpass bridge	\$10 - \$15
NW	Highway	YY	Michell Ave. (St. Joseph) - Widen roadway to three lanes and add sidewalks to decrease congestion	\$10 - \$15
NW	Highway	29	Reconstruct intersection to relieve congestion	\$12 - \$14
NW	Highway	LP 29	Increase capacity by completing six-lane section from County line road to U.S. 169	\$12 - \$14
NW	Highway	13	Relocate MO 13 around Polo with a two-lane roadway and new railroad overpass	\$12 - \$15
NW	Highway	29	Construct a diverging diamond interchange at I-29 and Frederick	\$12 - \$15
NW	Highway	36	Construct new interchange west of Cameron and relocate Rt. A along the west side of city	\$12 - \$15
NW	Highway	29	Construct an interchange at I-29 and Faraon St.	\$12 - \$18
NW	Highway	36	Interchange improvements at I-35 and Griffin Rd. to address mobility and safety	\$15 - \$17
NW	Highway	229	Rehabilitate the double deck bridge in St. Joseph	\$15 - \$18
NW	Highway	6	Improvements on MO 6 around Trenton to add a passing lane	\$15 - \$20
NW	Highway	29	Construct an interchange at Cook and I-29 in St. Joseph	\$15 - \$20
NW	Highway	169	Interchange improvements at I-29 in St. Joseph to address mobility and safety	\$15 - \$20
NW	Highway	139	Resurface MO 139 from Rt. 6 to U.S. 36 in Sullivan County	\$16 - \$18
NW	Highway	29	Interchange improvements at I-29 and Rt. 69 and widen Rt. 69 from I-29 to Rt. AC	\$17 - \$20
NW	Highway	146/190	Resurface and add shoulders on MO 146 and MO 190	\$18 - \$20
NW	Highway	65	Construct bypass around eastern side of Chillicothe to Rt. 190	\$20 - \$25
NW	Highway	229/59	Reconstruct the I-229/MO 59 interchange in St. Joseph	\$20 - \$25
NW	Highway	Highway	Install more no-passing signs on two-lane highways	\$20 - \$40

### NORTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NW	Highway	59	Upgrade U.S. 59 to four lane from St. Joseph to Atchison	\$28 - \$32
NW	Highway	65	Shared four-lane roadway from north of Marshall to Chillicothe	\$65 - \$75
NW	Highway	71	Four-lane Rt. 71 from Maryville to Iowa	\$65 - \$80
NW	Highway	Various	Keep interstate bridges in good condition	\$65 - \$80
NW	Highway	169	Increase Rt. 169 to four lanes between St. Joseph and Smithville	\$100 - \$120
NW	Highway	13	Upgrade MO 13 to four lanes from Hamilton to Richmond	\$150 - \$200
NW	Highway	65	Four-lane U.S. 65 from Marshall to the Iowa state line to improve safety and provide a north-south corridor	\$175 - \$200
NW	Highway	Various	Keep interstate pavements in good condition	\$225 - \$270
NW	Highway	Various	Keep bridges (non-interstate, less than 1,000 ft.) in good condition	\$270 - \$325
NW	Highway	Various	Keep major roads (non-interstate) in good condition	\$310 - \$330
NW	Highway	Various	Keep minor roads in good condition	\$310 - \$330
NW	Highway	B	Pavement improvements and install lower speed limits on Route B, between Route N and Route M in Sullivan County	\$.9 - \$1.1
NW	Highway	M	Pavement improvements on Route M in Sullivan County	\$.7 - \$1
NW	Highway	N	Pavement improvements on Route N in Sullivan County	\$.7 - \$1
NW	Highway	Y	Pavement improvements on Route Y in Sullivan County	\$.4 - \$.7
NW	Highway	139	Construct a new bridge on Rt. 139 south of Newtown in Sullivan County	\$.6 - \$.9
NW	Highway	Various	Add alternate truck route in Oregon, Holt County	Unknown
NW	Highway	Various	Improve safety in rural roads. Need better/longer lasting surfacing to rural roads in Northwest region	Unknown
NW/Local	Highway	Old 36	Resurface and add shoulders to Old Highway 36 near Hamilton	Hamilton

### NORTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
NW	Rail	Rail	Create state rail asset management program to help fund industrial rail infrastructure	\$2 - \$2.5
NW	Rail	Rail	Passenger rail service between Kansas City and Omaha	\$75 - \$100
NW	Transit	Transit	Replace transit buses for St. Joseph (The Ride) that have reached the end of their useful life	\$6 - \$6.5
NW	Transit	Transit	Increase service frequency for St. Joseph transit (The Ride) - capital cost	\$6 - \$6.5
NW	Transit	Transit	Provide rural transit vehicles for expanded service to all citizens of the rural areas (\$9.5 initial investment)	\$9.5 - \$10
NW	Transit	Transit	Increase service frequency for St. Joseph transit (The Ride) - operating cost	\$80 - \$90
NW	Transit	Transit	Increase rural transit services provided from averaging 2 days per week to 5 days per week (i.e., OATS, etc.)	\$280 - \$300
NW	Waterways	Waterways	New backhoe with clamshell at St. Joseph port	\$.3 - \$.5
NW	Waterways	Waterways	Concrete pad under hopper system at St. Joseph port	\$.3 - \$.5
NW	Waterways	Waterways	Hardstand expansion at St. Joseph port	\$.5 - \$1
NW	Waterways	Waterways	Hopper/Plastic paddle conveyor system at St. Joseph port	\$.5 - \$1
NW	Waterways	Waterways	Bio Diesel Liquid Storage - Tanks and Transfer Station at St. Joseph Port	\$2.5 - \$3
NW	Waterways	Waterways	Additional liquid storage tanks (estimated at 5) at St. Joseph Port	\$4.5 - \$5
NW	Waterways	Waterways	Rail spur for 24 rail car spaces at St. Joseph Port	\$5 - \$6

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Aviation	Aviation	Construct t-hangar #1 pavements at Cape Girardeau airport	\$.15 - \$.25
SE	Aviation	Aviation	Construct fuel storage facilities at Malden airport	\$.2 - \$.3
SE	Aviation	Aviation	Reconstruct 5-unit t-hangar at Steele airport	\$.2 - \$.3
SE	Aviation	Aviation	Construct t-hangar taxi lanes at Steele airport	\$.25 - \$.35
SE	Aviation	Aviation	Construct terminal building at Caruthersville airport	\$.3 - \$.4
SE	Aviation	Aviation	Construct fuel storage facilities at New Madrid airport	\$.35 - \$.45
SE	Aviation	Aviation	Construct terminal at Perryville airport	\$.35 - \$.45
SE	Aviation	Aviation	Construct terminal area improvements at Piedmont airport	\$.35 - \$.45
SE	Aviation	Aviation	Construct 8-unit t-hangar at Steele airport	\$.35 - \$.45
SE	Aviation	Aviation	Lighting rehabilitation and obstruction removal needed at Poplar Bluff airport	\$.4 - \$.5
SE	Aviation	Aviation	Runway widening and lighting needed at Hornersville airport	\$.5 - \$.6
SE	Aviation	Aviation	Construct 8-unit t-hangar expansion at Kennett airport	\$.5 - \$.6
SE	Aviation	Aviation	Design and construct conventional hangar at Malden airport	\$.5 - \$.6
SE	Aviation	Aviation	Construct terminal building at Sikeston airport	\$.5 - \$.6
SE	Aviation	Aviation	Construct terminal building at West Plains airport	\$.5 - \$.6
SE	Aviation	Aviation	Improve airport ties from MO 8 to US 67	\$.5 - \$.5
SE	Aviation	Aviation	Partial parallel taxiway needed at Caruthersville airport	\$.6 - \$.7
SE	Aviation	Aviation	Design and construct t-hangar at Salem airport	\$.65 - \$.75
SE	Aviation	Aviation	Improve runway safety area and access road at Piedmont airport	\$.7 - \$.8
SE	Aviation	Aviation	Construct hangars at West Plains Airport	\$.7 - \$.8



### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Aviation	Aviation	Construct ARFF (aircraft rescue and firefighting equipment) access road at the Cape Girardeau airport	\$.75 - \$1
SE	Aviation	Aviation	Construct t-hangar and taxi lanes at Cape Girardeau airport	\$.75 - \$1
SE	Aviation	Aviation	Construct t-hangar and taxi lanes at Houston airport	\$.8 - \$.9
SE	Aviation	Aviation	Construct apron expansion at the Sikeston airport	\$.8 - \$1
SE	Aviation	Aviation	Construct terminal building at Poplar Bluff airport	\$1 - \$1.5
SE	Aviation	Aviation	Reconstruct runway 14/32 at Malden airport	\$1.5 - \$2
SE	Aviation	Aviation	Construct runway extension and partial parallel taxiway at New Madrid County airport	\$1.5 - \$2
SE	Aviation	Aviation	Upgrade Earl Fields airport runway	\$2 - \$2.5
SE	Aviation	Aviation	Runway extension at Farmington airport	\$2 - \$3
SE	Aviation	Airport	Perryville Municipal Airport needs to be equipped with a GPS instrument landing system that will be required by FAA.	\$3 - \$3.5
SE	Aviation	Aviation	Ramp rehabilitation at Perryville airport	\$3 - \$3.5
SE	Aviation	Aviation	The Twin City Airport in Marble Hill has a short runway, which is currently unpaved in Bollinger County	\$1 - \$1.2
SE	Aviation	Aviation	The Cape Girardeau Regional Airport needs: a) property to meet the next five year Airport Master Plan projections for expansion of facilities; b) construct a 1,000-foot runway extension and associated taxiway and navigation facilities on the approach and runway 10; c) rehabilitate the south general aviation ramp, taxiway delta and taxiway alpha east; d) taxiway ramp and drainage improvements to allow for construction of more facilities	\$25 - \$27
SE	Aviation	Aviation	Air service to Jefferson City	Unknown
SE	Aviation	Aviation	Mississippi Co. Airport Runway and Taxiway Improvements	\$5 - \$6
SE	Aviation	Aviation	Update Gideon Airport Layout Plan	\$.1 - \$.2

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Aviation	Aviation	Resurface Gideon Airport Runway (Approximately 4,400 Ft.) and construct hanger for Fixed-Wing Operator	\$1.5 - \$2
SE	Bike/Ped	25	Add bike/ped lanes along MO 25 Business (North Douglas Street) to Arnold Blvd to the Parks and Recreation Complex	\$.01 - \$.015
SE	Bike/Ped	61	Designate U.S. 61 from Cape to Jackson as bicycle route	\$.01 - \$.015
SE	Bike/Ped	61	Designate U.S. 61 from Jackson to Fruitland as bicycle route	\$.01 - \$.015
SE	Bike/Ped	W	Designate RT. W in Cape Girardeau County as bicycle route	\$.01 - \$.02
SE	Bike/Ped	63	Provide bike/ped accommodations on MO B west of U.S. 63 in Houston	\$.03 - \$.04
SE	Bike/Ped	34/72	Add sidewalk on 34/72 between intersections of S. Missouri St. and Oklahoma St.	\$.05 - \$.06
SE	Bike/Ped	14	Add sidewalk on MO 14 east from the downtown square and Business MO 5 south from the downtown square	\$.1 - \$.12
SE	Bike/Ped	Carter	Improve bike/ped trails in Van Buren	\$.1 - \$.15
SE	Bike/Ped	D	Add pedestrian sidewalk in the City of Parma, MO E and Main St., MO D	\$.1 - \$.15
SE	Bike/Ped	D/EE	Add sidewalks and crossings in area leading to Jefferson Elementary	\$.1 - \$.15
SE	Bike/Ped	H	Add sidewalks and walking trails in Matthews and crosswalk at the corner of MO H and Calvin	\$.1 - \$.15
SE	Bike/Ped	5	Hwy 5 on Bridge J0574 of Woods Creek: Pedestrian Need (sidewalk on bridge)	\$.1 - \$.2
SE	Bike/Ped	Bike/ped	Construct sidewalks in Doniphan	\$.15 - \$.16
SE	Bike/Ped	101/142/O	Add bike/ped trails from the school n MO O to MO 101 to MO 142 and across the creek to the ball field/park	\$.18 - \$.2
SE	Bike/Ped	61	Install bike/ped signals along U.S. 61 at intersections of N Cape Rock Dr, Independence St, Bloomfield Rd, and Mt. Auburn Rd	\$.2 - \$.25
SE	Bike/Ped	Business 63	Add sidewalks along Porter Wagoner Avenue/Business 63 and MO/Gibson Avenue to the intersection of Porter Wagoner Avenue and Broadway Street	\$.2 - \$.25
SE	Bike/Ped	H	Add shoulders on Rt. H from south city limits of Farmington to Columbia St	\$.2 - \$.3

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Bike/Ped	63	Expand and dedicate bike/ped lanes on U.S. 63 in Houston	\$.25 - \$.35
SE	Bike/Ped	32	Improve bike/ped along MO 32 in Farmington	\$.25 - \$.5
SE	Bike/Ped	61	Designate Old U.S. 61 as bicycle route, add new shoulders and add push-button activated signal upgrade at Kingshighway intersection	\$.25 - \$.5
SE	Bike/Ped	25	Designate MO 25/77 in Cape Girardeau County as bicycle route and stripe shoulders as bicycle travel lanes	\$.3 - \$.35
SE	Bike/Ped	114, E & Z	Add and improve sidewalks in the city of Morehouse	\$.3 - \$.35
SE	Bike/Ped	32	Improve shoulders on MO 32 between Rt. B and Bismarck	\$.3 - \$.4
SE	Bike/Ped	51/61	Connect trail from main city park on U.S. 61 to trail in U.S. 51 Soccer Complex	\$.3 - \$.4
SE	Bike/Ped	Bike/Ped	Construct sidewalks in Greenville	\$.4 - \$.5
SE	Bike/Ped	32	Add shoulders to bridge on MO 32, approximately 8.3 miles from MO 32/OO intersection	\$.5 - \$.6
SE	Bike/Ped	60/67	Install "Share the road with a cyclist" signs on MO 60/67 bypass and exits off this bypass into Poplar Bluff	\$.5 - \$.6
SE	Bike/Ped	K	Designate MO K west of Kingshighway to Cape Girardeau city limits as bike route, strip existing shoulders for bike lanes and install push button controlled crossing signals at all signalized intersections	\$.5 - \$.6
SE	Bike/Ped	Z	Add shoulders and resurface Rt. Z in Ste Genevieve County	\$.5 - \$.7
SE	Bike/Ped	25	Improve the sidewalks on MO 25 in Malden	\$.5 - \$1
SE	Bike/Ped	17	Pave bicycle shoulders on SR 17 between SR 38 and DD	\$.9 - \$1
SE	Bike/Ped	Bike/Ped	Construct sidewalks or bike/ped facilities (state walkways) for Scott City schools	\$1 - \$1.2
SE	Bike/Ped	61/74/25	Replace shoulders from MO 61 and MO 74 to MO 25	\$1 - \$1.5
SE	Bike/Ped	H/51	Construct shoulders on Route H and MO 51 from Rt. M to the Illinois state line	\$1 - \$1.5
SE	Bike/Ped	Various	Add bike lanes in Poplar Bluff	\$1 - \$2

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Bike/Ped	17	Add shoulders on MO 17 between MO 17 and MO 38 intersection and Yukon	\$1.5 - \$2
SE	Bike/Ped	177	Improve shoulder on MO 177 from Cape Girardeau to the Trail of Tears Park	\$1.5 - \$2
SE	Bike/Ped	21/72	Add shoulders on MO 21 and MO 72 from Rt. N and MO 49 intersection to Centerville and remove rumble strips on shoulders less than 4 feet wide	\$1.5 - \$2
SE	Bike/Ped	A	Add a bike shoulder on Highway A from Dutchtown to Whitewater in Cape Girardeau	\$1.5 - \$2
SE	Bike/Ped	B	Increase width of shoulders and omit rumble strips on Rt. B from F to P in Ste. Genevieve County	\$1.5 - \$2
SE	Bike/Ped	Various	Improve shoulders on U.S. 67, SR 221 between Pilot Knob and SR NN in Iron and St. Francois Counties	\$1.6 - \$2
SE	Bike/Ped	21	Add shoulders on SR 21 between SR 106 and SR O	\$2 - \$2.5
SE	Bike/Ped	143	Add bicycle trail from the Sam Baker park parallel to MO 143 west to Des Arc and south to Patterson	\$2 - \$2.5
SE	Bike/Ped	N	Add shoulders on Rt. N from MO 21 to city limits of Bismarck	\$2 - \$2.5
SE	Bike/Ped	Various	Improve shoulders on SR 21 between SR 49 at Glover and SR JJ in Iron County and provide latest design of rumble strips	\$2 - \$2.5
SE	Bike/Ped	W	Add shoulders on Rt. W from Lexington Ave/U.S. 61 intersection to MO 177 intersection in Fruitland	\$2 - \$2.5
SE	Bike/Ped	Bike/Ped	Add sidewalks where appropriate in Poplar Bluff	\$2 - \$3
SE	Bike/Ped	Bike/Ped	Extension of the bike trail along Kingshighway in Cape Girardeau	\$2 - \$3
SE	Bike/Ped	Bike/Ped	Construct a running trail in Jackson	\$2 - \$3
SE	Bike/Ped	F	Add shoulders on Rt. F between Routes OO and B in Coffman	\$2.5 - \$3
SE	Bike/Ped	Bike/Ped	Construct a sidewalk or bike/ped path between Willow Springs and West Plains	\$3 - \$4
SE	Bike/Ped	Bike/Ped	Improve Lexington Ave. in Cape Girardeau to make road wider for bikes with dedicated bike lanes	\$3 - \$5
SE	Bike/Ped	PP/UU/160	Add shoulders to Routes PP and UU and secondary paved roads and MO 160 near West Plains	\$3.5 - \$4

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Bike/Ped	Bike/Ped	Install sidewalks from Perryville to Cape Rock Drive	\$3.6 - \$3.8
SE	Bike/Ped	21/221	Improve bicycle shoulders with rumble strips on MO 21/221 between Farmington and Ironton	\$4 - \$4.5
SE	Bike/Ped	Bike/Ped	Provide a bike trail from Scott City to Cape Girardeau	\$4 - \$5
SE	Bike/Ped	55	Construct a bike/ped bridge over I-55 at Bloomfield Rd. in Cape Girardeau	\$7 - \$9
SE	Bike/Ped	49	Add shoulders along MO 49 between Ironton and Piedmont	\$8 - \$8.5
SE	Bike/Ped	61	Construct shoulders on U.S. 61 from Cape Girardeau to St. Louis	\$20 - \$25
SE/Local	Bike/Ped	Kingshighway	Install traffic signals detecting bicycles from Lexington Road crossing of Kingshighway in Cape Girardeau	\$.05 - \$.1
SE/Local	Bike/Ped	Porter Wagoner	Improve intersection of Girdley/McFarland Street and Porter Wagoner Avenue in the City of West Plains	\$.2 - \$.25
SE/Local	Bike/Ped	Bike/Ped	Sidewalk from Downtown to Welcome Center in Stoddard County	\$.4 - \$.6
SE/Local	Bike/Ped	Bike/Ped	Implement a Rail to Trail project in New Madrid County	\$.35 - \$.45
SE	Highway	D	Improve the roadside ditch on Rt. D in Cape County by Mini Farms	\$.01 - \$.015
SE	Highway	60	Fix median on U.S. 60 W in Butler County	\$.02 - \$.025
SE	Highway	51	Pave entrance of County Rd. 448 to eliminate gravel on MO 51	\$.02 - \$.03
SE	Highway	51	Improve the pavement markings at MO 51 and Rt. T signal in Perryville	\$.02 - \$.04
SE	Highway	60	US 60- east of Mt. View before Liberty School: Traffic control need (guardrail)	\$.025 - \$.03
SE	Highway	5	Highway 5- .5 miles north of square.: Safety concern (guardrail needed)	\$.025 - \$.035
SE	Highway	63	U.S. 63 @ Broadway in West Plains: Pedestrian need ( crosswalk)	\$.025 - \$.035
SE	Highway	14	Highway 14 @ Wildcat Creek bridge (H0344): Install guardrails and signing	\$.03 - \$.05
SE	Highway	14	Highway 14 and Business 5 intersections in Ava: Pedestrian need (sidewalks)	\$.03 - \$.05

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	17	MO 17 @ Roubidoux Bridge and turn around: Removal of bridge access	\$.04 - \$.05
SE	Highway	177	Add high water markers along MO 177 in Cape County by Kenco Enterprises	\$.04 - \$.05
SE	Highway	AB	Repair pavement settlement at culverts on Rt. AB	\$.04 - \$.05
SE	Highway	Bus. 67	Replace the culvert on Business 67 in Fredericktown at Backwoods BBQ	\$.04 - \$.05
SE	Highway	D	Improve the roadside ditch on Route D in St. Francois County	\$.04 - \$.05
SE	Highway	J	Resurface Route J in Carter County	\$.04 - \$.05
SE	Highway	5	Hwy 5 @ Hwy 160: Speed limit study and signing review needed	\$.05 - \$.01
SE	Highway	19	Hwy 19 @ County Road 583: Roadway need (safety concern)	\$.05 - \$.06
SE	Highway	49	Repair the culverts on MO 49 in Williamsville to use bigger pipes for better drainage	\$.05 - \$.06
SE	Highway	160	Hwy 160 @ Route P- West of Theodosia: Safety Concerns at intersection	\$.05 - \$.06
SE	Highway	160	Hwy 160 @ Hwy 181: Safety issue at the intersection	\$.05 - \$.06
SE	Highway	160	Hwy 160 @ Rt. J: Safety concern	\$.05 - \$.06
SE	Highway	181	Hwy 181 @ Rt. N: Safety concern (intersection)	\$.05 - \$.06
SE	Highway	K	Rt. K- off K highway at the Wilderness: Traffic control need (replace culverts)	\$.05 - \$.06
SE	Highway	Y	Rt. Y @ Johnston Road: Sight distance concern.	\$.05 - \$.06
SE	Highway	76	MO 76 to County Road 5050: Traffic control need (guardrail)	\$.05 - \$.075
SE	Highway	67	Improve the signage on U.S. 67 and Business 67 in Poplar Bluff	\$.05 - \$.1
SE	Highway	5	Hwy 5 @ Rt. A: Safety issues	\$.05 - \$.75
SE	Highway	5	Hwy 5 @ Route JJ: Safety issues	\$.05 - \$.75

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	5	Hwy 5 @ Route AF: Safety issues	\$.05 - \$.75
SE	Highway	5	Hwy 5 @ Route N: Safety issues	\$.05 - \$.75
SE	Highway	5	Hwy 5 @ Route Y: Safety issues	\$.05 - \$.75
SE	Highway	14	Highway 14 @ 14th in Ava: Safety concern	\$.075 - \$.1
SE	Highway	14	Highway 14 @ Jefferson in Ava: Safety concern	\$.075 - \$.1
SE	Highway	160	US 160-County Road 2690: Geometrics (sight distance concern) at County Rd.	\$.075 - \$.1
SE	Highway	160	U.S. 160 @ Rt. 99: Intersection improvements (pave) including realignment	\$.075 - \$.1
SE	Highway	N	Rt N @ County Road 2350: Geometrics (County Rd. safety concern)	\$.075 - \$.1
SE	Highway	JJ	Route JJ @ County Rd. 9100: Geometrics (sight distance concern)	\$.075 - \$.1
SE	Highway	95	Resurface the bridge on MO 95 in Ozark County	\$.08 - \$.1
SE	Highway	153	Improve the intersection of MO 153 and Rt. M	\$.08 - \$.1
SE	Highway	H/HH	Install a flashing red light at the Rt. H and HH intersection	\$.08 - \$.1
SE	Highway	HH	Pave Rt. HH into Bollinger Mill in Cape Girardeau County	\$.08 - \$.1
SE	Highway	Z	Improve pavement and railroad crossings on Rt. Z in Scott County	\$.08 - \$.1
SE	Highway	25	Missouri Veterans Cemetery @ Bloomfield, Rt. 25 Traffic Warning Signals	\$.1 - \$.125
SE	Highway	32	Route 32/BU 32 intersection - unsafe condition for EB traffic making left on BU 32	\$.1 - \$.125
SE	Highway	61	The intersection of U.S. Highway 61 at State Rt. A has a "blind spot" and is a high accident location. There is a need for some type of warning for approaching motorists on Highway 61 at Rt. A.	\$.1 - \$.125
SE	Highway	142	Hwy 142 @ Hwy 63: Road improvements (turning lane)	\$.1 - \$.125
SE	Highway	BB	BB Highway: Overlay	\$.1 - \$.125



### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	17	Rt. 17 @ County Rd. 9100: Geometrics (sight distance concern)	\$.1 - \$.15
SE	Highway	74	Add street lights along MO74 from Kingshighway to I-55	\$.1 - \$.15
SE	Highway	AB	Rt. AB @ County Rd. 6690: Geometrics (sight distance concern)	\$.1 - \$.15
SE	Highway	CC	1 mile down from Rt. CC @ A junction: Roadway need (resurfacing)	\$.1 - \$.15
SE	Highway	F	MO F- Pavement needs repair	\$.1 - \$.15
SE	Highway	VV	Resurface/replace Rt. VV outside of Peach Orchard	\$.1 - \$.15
SE	Highway	Y/67	Remove the crossover where Rt. Y and U.S. 67 intersect	\$.1 - \$.15
SE	Highway	61	Add no-passing zones on U.S. 61 from I-55 to Matthews	\$.1 - \$.2
SE	Highway	60	Caution lights at Highway 60 and the intersections of A Highway and V Highway	\$.15 - \$.16
SE	Highway	8	Improve pavement markings on MO 8 in Bonne Terre	\$.15 - \$.2
SE	Highway	67	Perrine Road at Highway 67 lacks warnings to reduce fatalities at crossing which occur despite good site lines.	\$.15 - \$.2
SE	Highway	164	Improve MO 164 in Steele	\$.15 - \$.2
SE	Highway	TT	TT Highway: Overlay	\$.15 - \$.2
SE	Highway	VV	Resurface Rt. VV from Rt. 153 to end of state maintenance	\$.15 - \$.2
SE	Highway	VV	VV Highway: Resurface	\$.15 - \$.2
SE	Highway	63	Highway 63 @ Rt. F: Geometrics (sight distance concern)	\$.15 - \$.25
SE	Highway	137	Highway 137 south of Raymondville: Roadway need to realign sharp curve	\$.15 - \$.25
SE	Highway	142	MO 142- 1 mile west of Moody: Low water crossing need (bigger pipe) and raise the roadway	\$.15 - \$.25
SE	Highway	142	MO 142- Bridge T-140 over Parris Branch: Roadway need (fix low water crossing)	\$.15 - \$.25

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	142	MO 142- 3 miles west of Lanton: Roadway need (flooding concern)	\$.15 - \$.25
SE	Highway	142	MO 142- 1.1 miles west of Ripley Co. line: Roadway need (replace low water crossing)	\$.15 - \$.25
SE	Highway	142	MO 142 @ Rt. Y intersection: Geometrics (sight distance concern)	\$.15 - \$.25
SE	Highway	160	US 160- 2 miles out near radio station: Roadway need (flooding concern)	\$.15 - \$.25
SE	Highway	160	Highway 17 & Highway 160 near Junction Hill School: Roadway need (flooding concern)	\$.15 - \$.25
SE	Highway	A	Rt.A- 2 miles west of Rt. E: Roadway need (flooding concern)	\$.15 - \$.25
SE	Highway	H	Rt. H- 3 miles from Highway 72: Roadway need (flooding concern)	\$.15 - \$.25
SE	Highway	HH	Rt. HH- 3 miles south of Rt. 106: Roadway need (flooding concern)	\$.15 - \$.25
SE	Highway	K	Rt. K- Highway 63 to Ambulance facility: Roadway need (shoulders) Also addressed in recently identified concern.	\$.15 - \$.25
SE	Highway	K	Rt. K- 2.5 miles from Rt. J : Realign curve	\$.15 - \$.25
SE	Highway	MM	Rt. MM- 0.5 miles west of Rt. 99: Roadway need (flooding concern)	\$.15 - \$.25
SE	Highway	N	Rt. N- .75 miles east of Highway 63: Roadway need (flooding concern)	\$.15 - \$.25
SE	Highway	NN	Rt. NN- 1.2 miles east of Rt. H: Roadway need (flooding concern)	\$.15 - \$.25
SE	Highway	O	Access is needed from the Rosener Rd. underpass to Mineral Area College and State Rt. O	\$.15 - \$.25
SE	Highway	P	Rt. P-3 miles from Highway 72: Roadway need (flooding concern)	\$.15 - \$.25
SE	Highway	T	Rt. T- 7.2 miles south of Highway 60: Roadway need (flooding concern)	\$.15 - \$.25
SE	Highway	Y	Rt. Y- 4 miles north of Highway 60: Roadway need (flooding concern)	\$.15 - \$.25
SE	Highway	YY	Rt. Y- 1 mile east of Rt. 137: Roadway need (flooding concern)	\$.15 - \$.25
SE	Highway	Z	Rt. Z- .2 miles west of Highway 63: Geometrics and realignment needed	\$.15 - \$.25

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	YY	Rt. YY- 2 miles east of Route JJ: Roadway need (flooding concern)	\$.15 - \$.25
SE	Highway	P	Rt. P- Highway 63 to Highway 137: Roadway need (shoulders)	\$.175 - \$.2
SE	Highway	5	Add a turn lane on MO 5 at Fox Trotter grounds	\$.2 - \$.25
SE	Highway	21	Install guard rails on MO 21 in Pilot Knob	\$.2 - \$.25
SE	Highway	25	Improve the entrances/exits to Living Water Church on MO 25 in Bloomfield	\$.2 - \$.25
SE	Highway	51	Improve pavement and drainage on MO 51 near Brosley	\$.2 - \$.25
SE	Highway	51	Install traffic signal at intersection of MO 51 and Route C near Advance	\$.2 - \$.25
SE	Highway	51	Install traffic signal on MO 51 in front of McDonalds in Perryville	\$.2 - \$.25
SE	Highway	60	Provide better access from U.S. 60 to Hillbilly Junction	\$.2 - \$.25
SE	Highway	61	Add a right turn lane to U.S. 61 intersection with Routes K & M in Scott City	\$.2 - \$.25
SE	Highway	67	Add guard rail on U.S. 67 from Fredericktown (near Rt. M) to Poplar Bluff	\$.2 - \$.25
SE	Highway	67	Resurface U.S. 67 at the Black River Bridge	\$.2 - \$.25
SE	Highway	67	Provide guardrail on U.S. 67 in Wayne County	\$.2 - \$.25
SE	Highway	67	Eliminate either Business 67 or Front Street in Greenville as it causes driver confusion	\$.2 - \$.25
SE	Highway	72	Repair MO 72 two miles east of Meadow Heights School where the road is buckling	\$.2 - \$.25
SE	Highway	164	Construct guard rails on MO 164 between Routes NN and Y	\$.2 - \$.25
SE	Highway	51/72	Construct a signalized intersection at MO 51 and MO 72 in Bollinger County	\$.2 - \$.25
SE	Highway	AA	Resurface Rt. AA	\$.2 - \$.25
SE	Highway	OO	Resurface Rt. OO in Advance	\$.2 - \$.25
SE	Highway	T	Install guardrails on Rt. T at Lake Wappapello	\$.2 - \$.25

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	U	Rt. U from Caruthersville to I-55: Overlay	\$.2 - \$.25
SE	Highway	67	Improve the intersection of Rt. C and U.S. 67 at Cherokee Pass	\$.2 - \$.3
SE	Highway	102	Resurface Rt. 102 from Rt. 105 to Rt. 80	\$.2 - \$.3
SE	Highway	49/A	Add shoulders on MO 49 and Rt. A in Williamsville	\$.2 - \$.3
SE	Highway	B	Add a turn lane to Rt. B in Ripley County	\$.2 - \$.3
SE	Highway	EE	EE Highway: Overlay	\$.2 - \$.3
SE	Highway	HH	Install signal lights at Rt. H and Rt. HH	\$.2 - \$.3
SE	Highway	JJ	Resurface Rt. JJ from Rt. 62 to County Rd. 321	\$.2 - \$.3
SE	Highway	N	Charleston - Rt. N from Goodin St. to the Northern City Boundary	\$.2 - \$.3
SE	Highway	Z	Intersection modifications @ St. Z & County Rd. 480 N. of Morehouse (Safety)	\$.2 - \$.3
SE	Highway	8	Routing of trucks from City streets, traffic congestion relief and sight line improvements are needed at the intersections of Highway 8 and Business Rt. 67 (Taylor at Forest, and Taylor at Marty Drive) in Park Hills	\$.25 - \$.3
SE	Highway	8	Safety, sight distance and geometry at intersection of Missouri Highway 8 and Rt. P west of Desloge needs to be improved	\$.25 - \$.3
SE	Highway	8	Marty Dr. (Missouri Highway 8) and Monroe St. intersection, sight distance with steep Monroe St. approach	\$.25 - \$.3
SE	Highway	63	Construct a left turn lane on U.S. 63 to Rt. BB in Howell County	\$.25 - \$.3
SE	Highway	D	Resurface Rt. D from Rt. 77 to Mississippi County	\$.25 - \$.3
SE	Highway	DD	Resurface Rt. DD from Vanduser to Rt. Y in Stoddard County	\$.25 - \$.3
SE	Highway	P	Oak St. (Missouri Rt. P) railroad crossing is an awkward three-way stop, irregularly angled intersection that is considered dangerous to the traveling public.	\$.25 - \$.3
SE	Highway	63	Improvements to the junction of U.S. 63 and Rt. B near Houston	\$.25 - \$.30

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	221	Intersection improvements on MO 221, including turn lanes and traffic signals at the intersection of Delassus Rd. and Bray Rd.	\$.25 - \$.30
SE	Highway	63	U.S. 63 @ Highway 19 intersection: Geometrics (safety concern)	\$.25 - \$.35
SE	Highway	181	Highway 181 north of Bryant Creek: Roadway realignment of curve needed	\$.25 - \$.35
SE	Highway	61	The intersection of Highways 61 at both Donna Dr. and Shawnee Blvd. makes right turn movement difficult due to pavement width restrictions and steep grade	\$.3 - \$.35
SE	Highway	61	Intersections of Highway 61 and Rt. A, Highway 61 and Rt. O, and Highway 61 and Rt. OO and extremely difficult to see at night. Something is needed to make them more visible at night.	\$.3 - \$.35
SE	Highway	63	U.S. 63-cross over @ Howell-Oregon Electric Co-op: Geometrics (sight distance concern)	\$.3 - \$.4
SE	Highway	63	U.S. 63 @ Highway 17 intersection in Houston: Geometrics (improve intersection)	\$.3 - \$.4
SE	Highway	153/EE	Fix the edge ruts on MO 153 and Rt. EE in Dunklin County	\$.3 - \$.4
SE	Highway	DD	Resurface Rt. DD	\$.3 - \$.4
SE	Highway	MM	Rt. MM-Rt. T to Rt. 99: Roadway need (shoulders)	\$.3 - \$.4
SE	Highway	O	O Highway: Overlay	\$.3 - \$.4
SE	Highway	Highway	Work with city and county to pave gravel roads within Poplar Bluff	\$.3 - \$.4 /mile
SE	Highway	Highway	Pave county roads	\$.3 - \$.4 /mile
SE	Highway	80	Resurface & widen Rt. 80 from Rt. 77 to the Mississippi River in Mississippi County	\$.3 - \$.5
SE	Highway	137	Rt. 137 thru Willow Springs: Roadway need (flattening for sidewalk parking)	\$.3 - \$.5
SE	Highway	UU	Charleston - Overlay Rt. UU from E. Marshall or Rt. 62 to the Southern City boundary	\$.3 - \$.5
SE	Highway	F	Resurface Rt. F from Rt. 60 to Rt. J	\$.35 - \$.4

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	N	Resurface Rt. N from Rt. 412 east to Rt. 164	\$ .35 - \$.4
SE	Highway	YY	Rt. YY: Roadway need (resurfacing)	\$ .35 - \$.4
SE	Highway	N	Resurface Rt. N from Rt. E to Rt. K	\$ .35 - \$.45
SE	Highway	25	Improve road surface on MO 25 in Advance	\$.4 - \$.5
SE	Highway	25	Resurface MO 25 outer road in Bloomfield	\$.4 - \$.5
SE	Highway	55	Construct more median breaks on I-55 in Ste. Genevieve County for EMS vehicles	\$.4 - \$.5
SE	Highway	67	Add turn lane off U.S. 67 at Dale's Motorcycle Center	\$.4 - \$.5
SE	Highway	106	Highway 106 @ Rt. E: Intersection improvements by realigning both 106 and E and adjusting grades	\$.4 - \$.5
SE	Highway	142	MO 142 @ Rt. EE intersection: Traffic control need (bad intersection)	\$.4 - \$.5
SE	Highway	160	US 160 to end of Rt. FF near Many Springs: Geometrics (sharp curve) needs realigning	\$.4 - \$.5
SE	Highway	158/142	Replace the one-lane bridges on MO 158 and MO 142	\$.4 - \$.5
SE	Highway	19/63	Construct a turn lane at the MO 19/U.S. 63 intersection	\$.4 - \$.5
SE	Highway	32/55	Install traffic lights at MO 32 and I-55 interchange	\$.4 - \$.5
SE	Highway	32/55	Install lighting at the intersection of MO 32 and I-55	\$.4 - \$.5
SE	Highway	BB	Resurface Rt. BB from Kewanee to East Prairie	\$.4 - \$.5
SE	Highway	CC	Resurface Rt. CC from Rt. 114 to Rt. A	\$.4 - \$.5
SE	Highway	E	Improve Rt. E in Ripley County	\$.4 - \$.5
SE	Highway	F	Rt. F- Bridge P347 at Brushy Creek : Bridge need (flooding concern)	\$.4 - \$.5
SE	Highway	F	Resurface Rt. F in Butler County	\$.4 - \$.5

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	H	Add sidewalks to Rt. H (Henry Street) in Farmington	\$.4 - \$.5
SE	Highway	Highway	Replace bridge at Rombauer (going to Puxico)	\$.4 - \$.5
SE	Highway	JJ	Rt. JJ @ County Rd. 7720: Geometrics (dangerous curve)	\$.4 - \$.5
SE	Highway	K	Resurface Rt. K from I-57 to Rt. 62	\$.4 - \$.5
SE	Highway	KK	Replace the one-lane bridge on Rt. KK west of I-55	\$.4 - \$.5
SE	Highway	N	Resurface Rt. N in Cape County	\$.4 - \$.5
SE	Highway	N	Repair edge of pavement on Rt. N in Perry County	\$.4 - \$.5
SE	Highway	U	Rt. U- .2 miles west of Highway 137: Texas County, roadway need (flooding concern)	\$.4 - \$.5
SE	Highway	V	Raise Rt. V in Madison County to prevent flooding	\$.4 - \$.5
SE	Highway	WW	Resurface Rt. WW in Stoddard County	\$.45 - \$.5
SE	Highway	WW	Replace the bridge on Rt. WW closest to MO 25	\$.45 - \$.5
SE	Highway	8	Improve the intersections of MO 8 and North State Street, Hawthorne/Grant/Riverview	\$.5 - \$.6
SE	Highway	21	Bridge No. J0990 on Highway 21 over Carver Creek is dangerous to the traveling public	\$.5 - \$.6
SE	Highway	32	Sight Distance Problem: Highway 32 & Rt. O; widen Rt. O for 0.5 miles from Highway 32	\$.5 - \$.6
SE	Highway	49	Highway 49: Replace bridge over McKenzie Creek north of Piedmont	\$.5 - \$.6
SE	Highway	49	Bridge No. F0644 on Highway 49 over Huff Branch is narrow and dangerous to the traveling public.	\$.5 - \$.6
SE	Highway	51	Missouri Hwy 51 S: Bridge over Long's Creek	\$.5 - \$.6
SE	Highway	51	Bridge on Missouri Highway 51 N over East Fork of Long Creek (G0315) needs to be replaced	\$.5 - \$.6
SE	Highway	51	Because of recent industrial development and continued congestion, there is a need to construct a center turn lane on Highway 51 at its junction with Toohey Road	\$.5 - \$.6



### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	53	Add a caution light or a turn lane at MO 53 and Rt. N in Quilin	\$ .5 - \$ .6
SE	Highway	61	The one-mile section of U.S. Highway 61 between the North County Park entrance to I-55 on/off ramps is hazardous and pending development will overload its intersection with Limbaugh Lane and Veterans Memorial Drive.	\$ .5 - \$ .6
SE	Highway	61	Repair U.S. 61 south to Blytheville	\$ .5 - \$ .6
SE	Highway	67	Need for congestion relief along U. S. Highway 67 stem in part from inadequate and nonexistent outer road at various points including the Vo-Tech School Road bridge and stretches on the east side of the highway.	\$ .5 - \$ .6
SE	Highway	67	U. S. Highway 67 at State Rt. H is in need of improved site lines on the east side of Highway 67.	\$ .5 - \$ .6
SE	Highway	102	Replace bridge on Rt. 102 over Drain Ditch (Wilkerson Ditch)	\$ .5 - \$ .6
SE	Highway	221	Highway 221 intersection with State Rt. NN and State Rt. N has poor geometry and inadequate warnings	\$ .5 - \$ .6
SE	Highway	34/61	Improve pavement and railroad crossing at the 34/61 intersection in Jackson	\$ .5 - \$ .6
SE	Highway	34/U	Improve the MO 34/Rt. U intersection in Cape County	\$ .5 - \$ .6
SE	Highway	A	Replace the Indian Creek bridge on Rt. A in Perry County	\$ .5 - \$ .6
SE	Highway	AA	Widen Rt. AA bridge in Butler County	\$ .5 - \$ .6
SE	Highway	AM	Fix the second bridge going out Rt. AM in Texas County	\$ .5 - \$ .6
SE	Highway	B	Widen the Rt. B bridge at Wardell to carry two lanes like it used to	\$ .5 - \$ .6
SE	Highway	BU 63	Howell Ave. on Business 63 in West Plains: Intersection improvements	\$ .5 - \$ .6
SE	Highway	C	Raise Rt. C where it crosses Bear Creek	\$ .5 - \$ .6
SE	Highway	D	Resurface Rt. D from Stubtown to Cottonwood Point	\$ .5 - \$ .6
SE	Highway	EE	Widen the one-lane bridges at Peach Orchard, turns into Rt. EE	\$ .5 - \$ .6

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	M	State Rt. M through Frankclay at Hunt Street and two other roads has poor sight lines and dangerous geometry	\$.5 - \$.6
SE	Highway	MM	Rt. MM- Bridge P-350 over Little Beaver Creek: Texas County, bridge need (narrow)	\$.5 - \$.6
SE	Highway	N	Rt. N: Widen and Eliminate one-lane Bridge over Middle Brushy Creek	\$.5 - \$.6
SE	Highway	Z	Z Highway: Overlay	\$.5 - \$.6
SE	Highway	Z	Add shoulders and rumble strips to Rt. Z from U.S. 61 to I-55	\$.5 - \$.6
SE	Highway	5	Improvements to Rt. 5 to include turn lanes at the National Fox Trotters Association headquarters office	\$.5 - \$1
SE	Highway	49	Bridge No. F0646 on Highway 49 over Big Creek is narrow and dangerous to the traveling public	\$.5 - \$1
SE	Highway	63	Rt. N and Highway 63: Intersection improvements	\$.5 - \$1
SE	Highway	67	Corridor improvements to add auxiliary lanes in the median South of Farmington	\$.5 - \$1
SE	Highway	76	Intersection improvements at Rt. 76 and Rt. T	\$.5 - \$1
SE	Highway	77	Resurface MO 77 from Benton to Kelly school	\$.5 - \$2
SE	Highway	38	Highway 38 @ Evening Shade Creek bridge (S0099): Bridge need (sight distance and widen)	\$.6 - \$.7
SE	Highway	T	Route T- Oregon County line to Highway 99: Roadway need (shoulders and resurfacing)	\$.6 - \$.7
SE	Highway	YY	Rt. YY- Entire Route: Roadway improvements to include resurfacing and shoulders	\$.6 - \$.7
SE	Highway	95	Highway 95: High Risk Rural road	\$.65 - \$.7
SE	Highway	YY	Resurface Rt. YY south of Portageville	\$.65 - \$.75
SE	Highway	77	Rt. 77 at I-55, left turn lanes going East into Dollar General Store and going west into Boomland	\$.75 - \$1
SE	Highway	K	State Rt. K: Straighten "S" curve	\$.75 - \$1
SE	Highway	14	Highway 14 @ Bryant Creek Bridge (J0437): Bridge need (rehabilitate or replace)	\$.8 - \$.9

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	FF	Rt. FF to Rt. 160: Roadway need (shoulders)	\$.8 - \$.9
SE	Highway	JJ	Rt. JJ- Entire Rt.: Roadway improvements	\$.8 - \$.9
SE	Highway	KK	RT KK- from Highway 19 to Akers Ferry: Roadway need (shoulders)	\$.8 - \$.9
SE	Highway	N	Resurface Rt. N east of Bell City to Rt. AB	\$.8 - \$.9
SE	Highway	63	U.S. 63 @ Highway 142 Intersection in Thayer: Pedestrian need (covered walkway)	\$.8 - \$1
SE	Highway	177	Raise MO 177 (at the city limits) north of Cape Rock near Old Rt. V to prevent flooding	\$.8 - \$1
SE	Highway	221	Resurface MO 221 from Doe Run to U.S. 67	\$.8 - \$1
SE	Highway	D	Straighten Rt. D in St. Francois County at both bridges to make the road safer	\$.8 - \$1
SE	Highway	D	State Rt. D from Farmington to State Rt. O has no shoulders and has functionally obsolete single-lane creek crossings	\$.8 - \$1
SE	Highway	E	Replace the one-lane bridge on Rt. E at Bloomfield	\$.8 - \$1
SE	Highway	EE	Resurface Rt. EE in Farmington	\$.8 - \$1
SE	Highway	Highway	Improve the four-way stop intersection in Bloomfield to provide safety improvements	\$.8 - \$1
SE	Highway	K	Construct signal on Rt. K near Cape Notre Dame High School	\$.8 - \$1
SE	Highway	K	Rt. K- From Highway 63 to Fair View Elementary School: Roadway need (shoulders)	\$.8 - \$1
SE	Highway	MM	Rt. M- Bridge P222 over Roubidoux Creek: Bridge need (replace)	\$.8 - \$1
SE	Highway	NN	Resurface Rt. NN in Hayti	\$.8 - \$1
SE	Highway	Z	Replace Saline Creek Bridge on Rt. Z in Ste. Genevieve County	\$.8 - \$1
SE	Highway	ZZ	Improve pavement edge drop on Rt. ZZ in New Madrid County	\$.8 - \$1
SE	Highway	21	Construct a traffic signal at the intersection of MO 21 and Rt. N	\$.8 - 1

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	C	C Highway: Overlay	\$.85 - \$.9
SE	Highway	32	MO 32- Licking to Dent County line: Roadway need (shoulders)	\$.9 - \$.95
SE	Highway	B	Rt. B-Hwy 63 to Hwy 137: Roadway need (shoulders)	\$.9 - \$.95
SE	Highway	M	Install shoulders on Rt. M in Ste. Genevieve County near St. Mary	\$1 - \$1.5
SE	Highway	17	MO 17 : Bridge need (replace)	\$1 - \$1.2
SE	Highway	17	MO 17: Bridge need (replace)	\$1 - \$1.2
SE	Highway	21	Improve the bridge on MO 21 in Doniphan	\$1 - \$1.2
SE	Highway	34	Bridge over Hog Creek (In Scoping, OP0920)	\$1 - \$1.2
SE	Highway	49	Widen the bridge south of Annapolis on MO 49 over Big Creek	\$1 - \$1.2
SE	Highway	49	Improvements are needed on Highway 49 from Bixby to Viburnum, including widening.	\$1 - \$1.2
SE	Highway	51	Highway 51 to Qulin: Resurface	\$1 - \$1.2
SE	Highway	51	Because of continued development and congestion, there is a need to construct a center turn lane on Highway 51 in Perryville from the terminus of the current center lane at Brenda Ave. north to St. Joseph St.	\$1 - \$1.2
SE	Highway	61	Overlay U.S. 61 in Ste. Genevieve	\$1 - \$1.2
SE	Highway	77	Construct a new bridge on MO 77 at Oran and Chaffee	\$1 - \$1.2
SE	Highway	95	Highway 95 @ Pond Fork Bridge (S0476): Bridge improvements	\$1 - \$1.2
SE	Highway	142	Between Naylor and Doniphan: Eliminate two one-lane bridges	\$1 - \$1.2
SE	Highway	142	MO 142: Bridge need (dangerous) - Replace	\$1 - \$1.2
SE	Highway	160	U.S. 160: Oregon County, bridge need (narrow)	\$1 - \$1.2
SE	Highway	160	U.S. 160: Bridge need (narrow)	\$1 - \$1.2

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	160	U.S. 160- Bridge #H0458 over Barren Fork Creek: Bridge need (widen)	\$1 - \$1.2
SE	Highway	160	U.S. 160- Bridge #H0174 over Dry Creek: Bridge need (widen)	\$1 - \$1.2
SE	Highway	185	Replace the MO 185 (one-lane) bridge in Potosi	\$1 - \$1.2
SE	Highway	A	Improve the Rt. A Bridges in Cape County	\$1 - \$1.2
SE	Highway	B	B Highway: Overlay	\$1 - \$1.2
SE	Highway	BB	Rt. BB to Oregon County Line: Roadway need (shoulders)	\$1 - \$1.2
SE	Highway	D	(Minor Route) Resurface Rt. D from Lilbourn west to Rt. 25	\$1 - \$1.2
SE	Highway	E	Rt. E- South of Alton: Bridge need (narrow bridge)	\$1 - \$1.2
SE	Highway	H	Rt. H-Rt. 106 to Rt. 19: Bridge need (replace low water crossing)	\$1 - \$1.2
SE	Highway	H	Rt. H- 9.8 miles north to Highway 19: Roadway need (flooding concern)	\$1 - \$1.2
SE	Highway	HH	Rt. HH- Entire Rt.: Roadway improvements	\$1 - \$1.2
SE	Highway	JJ	Rt. JJ- Bridge #P0797: Bridge needs (widen)	\$1 - \$1.2
SE	Highway	KK	Rt. KK- Bridge P-526 over Gladden Creek: Bridge need (flooding concern)	\$1 - \$1.2
SE	Highway	N	Highway N: From Highway 21 to MM, add shoulders	\$1 - \$1.2
SE	Highway	PP	Improvements to South Farmington Road (Rt. PP) in Jackson between West Jackson Blvd. (Highway 34/72) and the Jackson Soccer Park	\$1 - \$1.2
SE	Highway	U	Rt. U-approximately 1/2 mile from Rt. 60 (Bridge X0878 over 11 Point River): Bridge need (disrepair and safety concerns)	\$1 - \$1.2
SE	Highway	V	Low areas of Rt. V are prone to flooding and need to be raised five feet to help when flooding occurs	\$1 - \$1.2
SE	Highway	W	Route W-Bridge R-820 over Pike Creek: Bridge need (flooding concern)	\$1 - \$1.2
SE	Highway	Z	One-lane bridges along Rt. Z are dangerous to the traveling public	\$1 - \$1.2

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	Z	Widen the one-lane bridge at Gordonville	\$1 - \$1.2
SE	Highway	95	Highway 95 @ Pond Fork Bridge (SO476): High Severity Accident Range - Replace bridge	\$1 - \$1.3
SE	Highway	5	Hwy 5- Highway 76 to Rt. B in Ava: Install turn lanes and guardrails	\$1 - \$1.5
SE	Highway	32	Intersection improvements with ramps at I- 55	\$1 - \$1.5
SE	Highway	63	U.S. 63-Rt. F and Rt. B to Rt. E: Slope need (rock cuts sloped back)	\$1 - \$1.5
SE	Highway	77	Elevate Highway 77 in areas closed due to river flooding	\$1 - \$1.5
SE	Highway	91	Construct shoulders and rumbles from MO 25 to Bell City	\$1 - \$1.5
SE	Highway	142	East of MO 142 : Low water crossing need (replace with a bridge)	\$1 - \$1.5
SE	Highway	P	Resurface Rt. P in Mississippi County	\$1 - \$1.5
SE	Highway	PP	Resurface Rt. PP in Scott County	\$1 - \$1.5
SE	Highway	T	Rt. T- Highway 60 to Rt. MM: Roadway need (shoulders and resurfacing)	\$1 - \$1.5
SE	Highway	W	Construct shoulders and rumble strips on Rt. W north of LaSalle to Fruitland	\$1 - \$1.5
SE	Highway	61	Roadway lighting, center median and access management, and other safety issues are needed along East Jackson Blvd. (Highway 61) from Center Junction to K- Land Drive in Jackson to improve dark and unsafe driving conditions during nighttime hours and storm events	\$1 - \$2
SE	Highway	63	U.S. 63- 700' south of Hog Creek Bridge: Geometrics (sight distance concern)	\$1 - \$2
SE	Highway	N	Raise Rt. N in Butler County to prevent flooding	\$1 - \$2
SE	Highway	FF	Reconstruct shoulders on Rt. FF in New Madrid County	\$1.2 - \$1.5
SE	Highway	N & P	(Minor Rt) Routes N & P east of Bell City off Route 91	\$1.2 - \$1.5
SE	Highway	OO	Rt. OO from Highway 72 to the county line lacks shoulders creating dangerous driving conditions on a heavily traveled route	\$1.2 - \$1.5

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	60	U.S. 60-.35 miles north of Rt. AV: Roadway need (correct curve)	\$1.5 - \$ 1.75
SE	Highway	5	Widen Old Route 5 to three lane; including sidewalks, from the corner of N. Jefferson and 12th Ave. in Ava to MO 76.	\$1.5 - \$2
SE	Highway	19	Resurface and add shoulders on MO 19 between Steelville and Cuba	\$1.5 - \$2
SE	Highway	32	Replace bridges and straighten first half mile of MO 32 at Belleview over Reid Creek in Iron County	\$1.5 - \$2
SE	Highway	61	One-lane bridges on Rt. C and Highway 61 near Pocahtontas are dangerous to traveling public	\$1.5 - \$2
SE	Highway	A	Replace one-lane bridges on Rt. A going to Frohna	\$1.5 - \$2
SE	Highway	C	Rt. C: Deficient bridge over St. Francis River	\$1.5 - \$2
SE	Highway	C	Widen the 3 bridges on Rt. C in Cape County	\$1.5 - \$2
SE	Highway	D	Replace bridges on Rt. D in Stoddard County	\$1.5 - \$2
SE	Highway	FF	Improve the curves on Rt. FF in Wayne County	\$1.5 - \$2
SE	Highway	H	Rt. H @ North Fork Bridge (X0990): Bridge need (reconstruction)	\$1.5 - \$2
SE	Highway	K	Rt. K- end of Rt. K and Rt. KK (Akers Ferry): Bridge need (river crossing desire)	\$1.5 - \$2
SE	Highway	P	Add shoulders and rumble strips to Rt. P in Ste. Genevieve	\$1.5 - \$2
SE	Highway	V	Rt. V- Rt. 142 to Rt. H: Roadway need (shoulders and resurfacing)	\$1.5 - \$2
SE	Highway	62	Resurface Rt. 62 with hard surface shoulders from Rt. 153 to Rt. 61 in New Madrid County	\$1.65 - \$.2
SE	Highway	5	Highway 5 s/o Mansfield: Resurfacing and add shoulders	\$1.75 - \$2
SE	Highway	17	Highway 17- Bridge #J0617 over Big Creek: Bridge need (replace)	\$1.75 - \$2.25
SE	Highway	E	Repair Rt. E pavement between Benton and Commerce	\$1.8 - \$2
SE	Highway	H	Resurface and add shoulders and rumble strips to Rt. H from MO 51 to St. Marys	\$1.8 - \$2



### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	J/HH/OO	Add shoulders and rumble strips to Routes J, HH and OO in Bollinger County	\$1.8 - \$2
SE	Highway	38	MO 38- Wright County lines to Highway 18: Roadway need (wider shoulders)	\$2 - \$2.2
SE	Highway	N	Replace Rt. N Bridge in Cape County	\$2 - \$2.4
SE	Highway	19	Highway 19- Bridge over Sinkin Creek: Bridge need (narrow)	\$2 - \$2.5
SE	Highway	19	Highway 19- Bridge over Current River: Bridge need (narrow)	\$2 - \$2.5
SE	Highway	57	Rehabilitate the northbound lanes of I-57 between mile markers 4 and 10	\$2 - \$2.5
SE	Highway	95	Intersection improvements at 17th St. in Mountain Grove	\$2 - \$2.5
SE	Highway	95	Highway 95 s/o Lynchburg: High Risk Rural road - Resurface and add shoulders	\$2 - \$2.5
SE	Highway	142	Eliminate one-lane bridges on MO 142 from Naylor to Neelyville	\$2 - \$2.5
SE	Highway	160	Highway 160-0.2 and 1.1 miles east of West Plains: Replace two bridges	\$2 - \$2.5
SE	Highway	Bridge	Add an overpass bridge at Seymour	\$2 - \$2.5
SE	Highway	EE	Build Hwy overpass for Coal Train on Rt. EE (St. Jude's Industrial Park)	\$2 - \$2.5
SE	Highway	F	Add shoulders and rumble strips to Rt. F from St. Francois to Ste. Genevieve counties	\$2 - \$2.5
SE	Highway	MM	Rt. MM- Highway 38 and Highway 60: Geometrics (alignment concern)	\$2 - \$2.5
SE	Highway	PP	Add shoulders and rumble strips to Rt. PP in Poplar Bluff	\$2 - \$2.5
SE	Highway	T	Provide shoulders and rumble strips on Rt. T from Butler to Wayne Counties	\$2 - \$2.5
SE	Highway	W	Add shoulders with rumble strips on Rt. W in Poplar Bluff	\$2 - \$2.5
SE	Highway	Y	Rt. Y-Highway 60 to Highway 38: Safety issue (widen shoulders due to landfill traffic)	\$2 - \$2.5
SE	Highway	17	Highway 17 South/ Old Airport Road: Road improvements (over/underpass around railroad tracks)	\$2 - \$3

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	19	MO 19- Bridges and roads 1.8 miles south of Dent County line: Roadway need (widen)	\$2 - \$3
SE	Highway	49	Rt. 49: Straighten Highway A and widen from Highway 67 to 60	\$2 - \$3
SE	Highway	60	U.S. 60 from Howell County to Carter County: Roadway need (bicycle accommodations)	\$2 - \$3
SE	Highway	60	U.S. 60 Texas County to Shannon County: Roadway need (bicycle accommodations)	\$2 - \$3
SE	Highway	60	U.S. 60 Texas County to Shannon County: Roadway need (bicycle accommodations)	\$2 - \$3
SE	Highway	61	Reconstruct the turn lane on Malone Ave. from U.S. 61 in Scott County	\$2 - \$3
SE	Highway	63	Highway 63- from south city limits to north city limits in Houston: Roadway need (congestion)	\$2 - \$3
SE	Highway	77	Turn lane at Boomland west of Benton interchange on I-55	\$2 - \$3
SE	Highway	160	U.S. 160/Industrial Drive at I-170: Intersection improvements needed (overpass)	\$2 - \$3
SE	Highway	K	Add shoulders and rumble strips to Rt. K in St. Francois County	\$2 - \$3
SE	Highway	P	Rt. P-Rt. M to Highway 160: Roadway needs (shoulders)	\$2 - \$3
SE	Highway	W/Z	Construct shoulders and rumble strips on Rt. W and Z in Dunklin County	\$2 - \$3
SE	Highway	53	Improve MO 53 in Poplar Bluff (bridge with two hills nearby and poor visibility, roadway holds water)	\$2 - \$4
SE	Highway	M	Straighten curves and replace the one lane bridge	\$2 - \$4
SE	Highway	25	Install shoulders and rumble strips on MO 25 from Jackson to Dutchtown	\$2.5 - \$3
SE	Highway	38	MO 38- Wright County lines to Highway 17: Geometrics (straighten 90d curves)	\$2.5 - \$3
SE	Highway	49	Highway 49: Resurface and add shoulders from Piedmont to Iron County Line	\$2.5 - \$3
SE	Highway	51	Replace the Horse Island Bridge approaching the Mississippi River to Illinois	\$2.5 - \$3
SE	Highway	75	Extend MO 75 to I-57	\$2.5 - \$3

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	160	US 160-Rt. JJ to Highway 101: Roadway need (shoulders and resurfacing)	\$2.5 - \$3
SE	Highway	C	Widen and provide shoulders on Rt. C in Cape Girardeau County	\$2.5 - \$3
SE	Highway	E	Resurface and provide shoulders on Rt. E in Perry County	\$2.5 - \$3
SE	Highway	H/W	Construct shoulders on Routes H and W in Ripley County	\$2.5 - \$3
SE	Highway	O/V	Construct shoulders on Routes O and V in Wayne County	\$2.5 - \$3
SE	Highway	E	Routes E & C around Norwood - new alternative roadway needed	\$2.5 - \$3.5
SE	Highway	21	Missouri Highway 21: Add Shoulders and address deficient bridges	\$3 - \$3.5
SE	Highway	38	Highway 38 through Wright County - need bicycle accommodation	\$3 - \$3.5
SE	Highway	47	Resurface MO 47 from Bonne Terre to Cadet	\$3 - \$3.5
SE	Highway	114	Widen bridges on MO 114 in Stoddard County	\$3 - \$3.5
SE	Highway	181	Replace bridges on MO 181 at Hodgson Mill and Rt. H over Northfork in Ozark County	\$3 - \$3.5
SE	Highway	T	Widen Rt. T to Lake Perry	\$3 - \$3.5
SE	Highway	21	Improve MO 21 at Ironton	\$3 - \$4
SE	Highway	142	MO 142- Bridge T-0395 over Eleven Point River: Bridge need (flooding concern)	\$3 - \$4
SE	Highway	B	Widen and add shoulders and rumble strips to Rt. B in Perry and Cape Counties	\$3 - \$4
SE	Highway	J	Construct shoulders on Rt. J in Stoddard County	\$3 - \$4
SE	Highway	P	Construct shoulders on Rt. P between Greenville and Advance	\$3 - \$4
SE	Highway	U	Add ramps to overpass at I-55	\$3 - \$4
SE	Highway	25	Construct traffic signals at the intersections of Rt. K and MO 25 and Rt. Z	\$3 - \$5
SE	Highway	51	Construct a new bridge on MO 51 at Zalma in Bollinger County	\$3 - \$5

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	55	Construct an outer road on I-55 from Rt. K to MO 51	\$3 - \$5
SE	Highway	74	Provide improved access on Highway 74 from western Cape Girardeau County from I-55 corridor to Highway 25 during times of flooding.	\$3 - \$5
SE	Highway	160	Highway 160 @ North Fork Bridge (K0817): Bridge need (rehabilitate)	\$3 - \$5
SE	Highway	J	Straighten Route J from Madison County to Perry County	\$3 - \$5
SE	Highway	63	Highway 63 between Houston and Licking: Roadway need (shoulders)	\$3.5 - \$4
SE	Highway	00	Widen Rt. 00 in St. Francois county (like MO 32)	\$3.5 - \$4
SE	Highway	49	Improvements are needed on Highway 49 from the community of Hogan to the Wayne County line	\$3.6 - \$4
SE	Highway	160	Resurface and widen MO 160 in Ripley County	\$4 - \$4.5
SE	Highway	63	U.S. 63- Houston to Cabool: Bridge need (replace four bridges)	\$4 - \$5
SE	Highway	72	Missouri Highway 72 is narrow and lacks shoulders from the Reynolds County line to the Madison County line.	\$4 - \$5
SE	Highway	95	Highway 95-60 to Business 60 in Mt. Grove: Capacity improvements needed to three lanes	\$4 - \$5
SE	Highway	160	U.S. 160- West Plains Area: Traffic control needs (four-lane)	\$4 - \$5
SE	Highway	EE	Reconstruct Rt. EE in New Madrid County	\$4 - \$5
SE	Highway	K	Highway K: Ellington to Annapolis, add shoulders	\$4 - \$5
SE	Highway	M	Construct shoulders and resurface	\$4 - \$5
SE	Highway	M/D/C	Widen Routes M, D and C in Carter County	\$4 - \$5
SE	Highway	21	Improvements to include adding shoulders and resurfacing	\$4 - \$6
SE	Highway	51	Industrial Park connection improvements in Perryville	\$4 - \$6
SE	Highway	55	Corridor and overpass improvements into St. Jude's industrial park	\$4 - \$6

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	160	Add paved shoulders and resurface Rt. 160	\$4.5 - \$5
SE	Highway	221	Improve MO 221 north of Pilot Knob between County Rd. 97A and the St. Francois County line to improve safety	\$4.5 - \$5
SE	Highway	K	Widen the Rt. K bridge over I-55	\$4.5 - \$5
SE	Highway	K	Rt. K- Entire route: Roadway improvements	\$4.5 - \$5
SE	Highway	142	Highway 142- From Ozark County line to Oregon County line: Roadway need - Resurface to widen and add shoulders	\$5 - \$5.5
SE	Highway	8	Rt. 67 interchange improvements in Desloge	\$5 - \$6
SE	Highway	8	Construct shoulders on MO 8 between Potosi and Steelville	\$5 - \$6
SE	Highway	17	MO 17: Roadway need (resurfacing)	\$5 - \$6
SE	Highway	17	MO 17- Houston to Rt. AW: Geometrics (alignment concerns)	\$5 - \$6
SE	Highway	25	Add roadside parks along the MO 25 corridor	\$5 - \$6
SE	Highway	32	Rt. 67 interchange improvements in Leadington	\$5 - \$6
SE	Highway	53	Add shoulders and widen bridges on MO 53 from Gideon to Portageville	\$5 - \$6
SE	Highway	60	Construct Rt. 60 Eastbound ramp at Poplar Bluff	\$5 - \$6
SE	Highway	60	Repair Business 60 along U.S. 60 in Mansfield, Seymour, Mtn. Grove, Norwood, etc.	\$5 - \$6
SE	Highway	153	Add shoulders and resurface from U.S. 60 to MO 62	\$5 - \$6
SE	Highway	Airport Rd	Extend Cape Girardeau Airport Rd. south to connect to Rt. M at Scott City	\$5 - \$6
SE	Highway	32	Missouri Highway 32 W from the Iron County line to Missouri Highway 21 has alignment problems	\$5 - \$7
SE	Highway	61	Improve U.S. 61 North in Jackson including a left turn lane from the courthouse through Fruitland	\$5 - \$7
SE	Highway	61	Add shoulders and rumble strips to U.S. 61	\$5 - \$7

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	67	Replace bridge on U.S. 67 over Big River (North and Southbound)	\$5 - \$7
SE	Highway	72	Widen and add shoulders on MO 72 from Fredericktown to Ironton	\$5 - \$7
SE	Highway	BU 60	Dexter - Five-lane Bus. Rt. 60 from Rt. 25 to Wal-Mart	\$5 - \$7
SE	Highway	5	Hwy 5 throughout Wright County: Shoulders needed, including resurfacing	\$5.5 - \$6
SE	Highway	J	Construct shoulders on Rt. J from Fredericktown to MO 51	\$5.5 - \$6
SE	Highway	8	Corridor improvements to improve capacity within Desloge	\$5.5 - \$6.5
SE	Highway	55	Improve traffic flow, safety, reduce congestion on I-55 and provide incident by pass route with new outer roads on the east and west sides of I-55 between Exist 102— East Main/LaSalle Ave., interchange and exit 105— Fruitland interchange.	\$6 - \$6.5
SE	Highway	EE	Four lane overpass at St. Jude's Industrial Park in Marston	\$6 - \$6.5
SE	Highway	160	U.S. 160: Resurfacing and add shoulders to widen	\$6 - \$7
SE	Highway	61	Resurface MO 61 under I-55 (center junction)	\$6 - \$8
SE	Highway	61	Construction of a bypass around the northwest side of Jackson is needed, perhaps beginning near County Rd. 335, going northeast and tying back into North High Street (Highway 61) at Rt. Y, or somewhere north of the Jackson North Industrial Park	\$6 - \$8
SE	Highway	61	Construct a turn lane on U.S. 61 north from Jackson to Rt. C to improve safety	\$6 - \$8
SE	Highway	142	Route 142-throughout the county: Resurface and add shoulders	\$6.5 - \$7
SE	Highway	17	MO 17- Highway 60 to Highway 160: Geometrics (alignment concern)	\$7 - \$8
SE	Highway	17	Hwy 17- From Hwy 63 to Lanton needs realigning and widening	\$7 - \$8
SE	Highway	17	Improvements to include adding shoulders and resurfacing	\$7 - \$9
SE	Highway	160	Hwy 160 throughout Ozark County: Highway improvements to include resurfacing and add shoulders	\$7.5 - \$8

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	55	Raise grade of interstate for 2 miles at St. John's Bayou	\$8 - \$10
SE	Highway	55	Interchange and outer road to Rt. 61	\$8 - \$10
SE	Highway	67	Construct a new interchange at Leadington including ramps and pedestrian access	\$8 - \$10
SE	Highway	160	Straighten U.S. 160 near Tecumseh Hill in Ozark County	\$8 - \$10
SE	Highway	8, 67	Replace the MO 8 and U.S. 67 interchange at Desloge	\$8 - \$10
SE	Highway	Highway	Construct a direct route from Frohna to Alternberg Lumber - capacity has outgrown Rt. C	\$8 - \$10
SE	Highway	K	Access is needed to I-55 from Rt. K to help alleviate major congestion from the only exit to Perryville off I-55.	\$8 - \$10
SE	Highway	ZZ/HH	Four-lane Rt. HH from Industrial Park 0.5 mi west of 61 to I-55	\$8 - \$10
SE	Highway	55	Construct a welcome center between St. Louis and Jackson (SB I-55)	\$8 - \$9
SE	Highway	67/A	Construct an intersection at U.S. 67 and Rt. A in Fredericktown	\$8 - \$9
SE	Highway	142	Rt. 142- Howell County to Ripley County: Geometrics (alignment concerns)	\$9 - \$10
SE	Highway	181	Highway 181: High Risk Rural road - Resurface and add shoulders	\$9 - \$10
SE	Highway	62	Replace the St. Francis River Bridge, cost shown is half of the total project cost to be split with Arkansas.	\$9 - \$11
SE	Highway	53	Replace and/or rehab the St. Francis Overflow, River and Melarial ditch bridges	\$10 - \$12
SE	Highway	60	Corridor improvements and construction of an interchange at South Ingram in Sikeston	\$10 - \$12
SE	Highway	67	Construct Township line Interchange	\$10 - \$12
SE	Highway	67	Construct the Cherokee Pass Interchange	\$10 - \$12
SE	Highway	84	Four Lane from Hayti to Caruthersville	\$10 - \$12
SE	Highway	32/67	Replace the MO 32 and U.S. 67 overpass at Leadington	\$10 - \$12



### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	H	Rt. 67 interchange improvements	\$10 - \$12
SE	Highway	55	Construct a second interchange on I-55 at Perryville	\$10 - \$15
SE	Highway	55	Scoping Project for redesign of I-55/Exit 93. In 2001, 4 partners contributed funds toward engineering costs on the I-55/MO74/South Kingshighway intersection. Since that time, traffic has grown significantly due to several high traffic developments. Traffic has increased but the interchange has not improved.	\$10 - \$15
SE	Highway	Bus. 60	Five-lane Bus. 60 from One Mile Rd. to West Interchange in Dexter	\$11 - \$13
SE	Highway	63	Place guard cable on U.S. 60 and U.S. 63	\$12 - \$13
SE	Highway	19	Improve MO 19 in Shannon County	\$12 - \$14
SE	Highway	32	Install passing lanes on MO 32 from Ste. Genevieve to Farmington	\$12 - \$15
SE	Highway	14	Highway 14 in Douglas and Howell Counties - Roadway need (shoulders) and resurface	\$13 - \$15
SE	Highway	47	Relocate and improve MO 47 in St. Francois county	\$14 - \$16
SE	Highway	24	Extend I-24 in Kentucky to Cape Girardeau (accounts for Missouri portion only)	\$15 - \$17
SE	Highway	19	Bridge replacements at Round Springs	\$15 - \$20
SE	Highway	19	Construct shoulders on MO 19	\$15 - \$20
SE	Highway	47	Construction of a MO 47 bypass around Bonne Terre from U.S. 67 to the west side of town	\$15 - \$20
SE	Highway	53	Four-lane MO 53 and connect to U.S. 67 bypass	\$15 - \$20
SE	Highway	32/67	Construct a southern bypass for Farmington at MO 32 and U.S. 67	\$15 - \$20
SE	Highway	160	Widen MO 160 from West Plains to Caulfield	\$17 - \$20
SE	Highway	19	Construct shoulders for bicyclists on MO 19 between Steelville and Winona	\$20 - \$25
SE	Highway	25	Improvements along Rt. 25 in Jackson and Gordonville	\$20 - \$25

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	25	Add passing lanes on MO 25 from Kennett to Dexter	\$20 - \$25
SE	Highway	55	Improve the exit ramp at I-55/Benton	\$20 - \$25
SE	Highway	67	Move guard cables to center of median and remove crossovers between St. Francois County and Jefferson County, especially Meyer and Victoria Rd. in Jefferson County.	\$20 - \$25
SE	Highway	160	Improve alignment west of Tecumseh Bridge for approximately 1 mile	\$20 - \$25
SE	Highway	177	Widen MO 177 in Cape County	\$20 - \$25
SE	Highway	55/57/60	Construct a new interchange at I-55, I-57 and U.S. 60	\$20 - \$25
SE	Highway	160	Construct shoulders and rumble strips on MO 160	\$20 - \$30
SE	Highway	17	Improvements to MO 17 from Howell County to Ft. Leonard Wood in Pulaski County to include resurfacing, widening, straightening, installing shoulders and rumble strips	\$25 - \$30
SE	Highway	17	MO 17- Pulaski County to Howell County: Geometrics (alignment concerns)	\$25 - \$30
SE	Highway	34	Connect IL 146 straight across MO 74 past Notre Dame High School and make MO 34 a four-lane connector	\$25 - \$30
SE	Highway	51	Straighten MO 51 from Perryville to Marble Hill	\$25 - \$30
SE	Highway	25/74	Improve MO 25 and MO 74 in Dutchtown to prevent flooding	\$25 - \$30
SE	Highway	55	Resurface I-55 from Cape Girardeau to New Madrid	\$30 - \$35
SE	Highway	67	Upgrade U.S. 67 to freeway standards between U.S. 60 E and U.S. 60 W in Poplar Bluff	\$30 - \$36
SE	Highway	412	Construct a bypass around Kennett	\$30 - \$36
SE	Highway	160	Widen U.S. 160 from West Plains to Gainesville	\$30 - \$40
SE	Highway	32	Construct shoulders on MO 32 to Bismarck	\$30 - 36
SE	Highway	67	Corridor improvements including 4-laning from south of Rt. 160 to the Arkansas state line	\$35 - \$40

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	5,14,76	Improve MO 5, MO 14 and MO 76	\$35 - \$40
SE	Highway	412	Four-lane roadway from Kennett to Arkansas state line	\$40 - \$50
SE	Highway	Various	Keep interstate bridges in good condition	\$45 - \$55
SE	Highway	63	Construct bypass of West Plains with no stop lights	\$50 - \$60
SE	Highway	51	Replace the Chester Bridge over the Mississippi River and Bridge over Horse Island Chute, cost shown is half of the total project cost to be split with Illinois.	\$60 - \$65
SE	Highway	17	MO 17: Roadway need (four lane)	\$75 - \$80
SE	Highway	160	Four-lane MO 160 in Ripley County	\$80 - \$120
SE	Highway	63	Upgrade Rt. 63 to 4-lane from south of Rt. 160 to the Arkansas state line	\$85 - \$90
SE	Highway	25	Four-lane MO 25 from Dexter to Kennett	\$90 - \$100
SE	Highway	60/62	Replace the Cairo bridge	\$100 - \$120
SE	Highway	53	Construct I-53 to connect Little Rock, AR with I-55/I-57 near Sikeston	\$100 - \$150
SE	Highway	67	Eliminate crossovers on U.S. 67	\$100 - \$150
SE	Highway	55	Corridor and interchange improvements from Scott City to Fruitland	\$110 - \$125
SE	Highway	57	Extend I-57 to Arkansas over Rt. 60 & 67	\$115 - \$120
SE	Highway	60/57	Tie U.S. 60/I-57 to I-24 in Kentucky (Poplar Bluff to I-24 in Kentucky)	\$120 - \$140
SE	Highway	63	Upgrade Rt. 63 to 4-lane from Rt. CC in Phelps County to Rt. 60 at Cabool	\$215 - \$220
SE	Highway	Various	Keep interstate pavements in good condition	\$225 - \$270
SE	Highway	Various	Keep bridges (non-interstate, less than 1,000 ft.) in good condition	\$270 - \$325
SE	Highway	Various	Keep major roads (non-interstate) in good condition	\$515 - \$540

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	Various	Keep minor roads in good condition	\$515 - \$540
SE	Highway	55	Provide more landscaping at urban interchanges, like Olive/I-55 in St. Louis	Policy Directive
SE	Highway	Highway	Provide additional rest areas/welcome centers for large trucks. Not enough spaces, especially at night.	Policy Directive
SE	Highway	55	Monitor Truck Traffic bypassing weigh station on I-55	Unknown
SE	Highway	177	Improve direct access and safety on MO 177 through Cape Girardeau for residential, commuter and commercial traffic serving Procter & Gamble.	Unknown
SE	Highway	Highway	Provide a more direct route between Southeast Missouri and Jefferson City	Unknown
SE	Highway	I-155	Lighting on I-155 Mississippi River Bridge in Pemiscot County	\$1.5 - \$2
SE	Highway	I-155	Lighting at I-155 and Rt. 84 interchange south of Caruthersville in Pemiscot County	\$.25 - \$.3
SE	Highway	M	Sight distance on Highway M & CR 459 Intersection in Butler County	\$.5 - \$1
SE	Highway	M	Route M: Widen 2.9 miles and eliminate one-lane bridge over Pike Creek (In scoping) in Carter County	\$2 - \$3
SE	Highway	A	Route A: Eliminate Narrow bridge in Ellsinore in Carter County	\$.75 - \$.85
SE	Highway	A	Route A: Widen curve & box culvert in Ellsinore (about 200') in Carter County	\$.25 - \$.35
SE	Highway	F	Replace Highway F Bridge in Reynolds County	\$.75 - \$.85
SE	Highway	21	Highway 21: Centerville to Glover, add shoulders in Reynolds County	\$4 - \$4.5
SE	Highway	21	Highway 21: Overlay from Centerville to Ellington in Reynolds County	\$1.5 - \$1.8
SE	Highway	160	Turn Lanes on Highway 160, East of Current River Bridge & Traffic Lights in Ripley County	\$.75 - \$1
SE	Highway	67	Raise Highway 67 North Lane at North City Limits of Greenville and Raise Highway 67 North Lane at Taskee in Wayne County	\$4 - \$6
SE	Highway	P	Add 2 ft. shoulders from Highway P to Bollinger County Line in Wayne County	\$3 - \$3.5

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	T	T Highway: Resurface in Wayne County	\$1.5 - \$2
SE	Highway	74	Interstate 55 Corridor - The MO 74 overpass in Cape Girardeau needs to be modified to reduce congestion	\$2 - \$2.4
SE	Highway	61	Jackson Corridor - US 61 between the I-55/Fruitland interchange and MO-34/MO-72 (excluding Courthouse Square and Jackson North Industrial Park) needs improvements to increase safety, improve access, and reduce congestion. Specifically, the two lane highway needs to be upgraded to three lanes (two driving lanes and a turn lane), pavement needs resurfacing, and functionally obsolete bridges need to be replaced. Additionally, US-61 from Courthouse Square to MO-34/MO-72 needs pavement reconfiguring in the existing right of way in Cape Girardeau County	\$5 - \$7
SE	Highway	25	Jackson Corridor - MO-25 between MO-K and MO-74 needs improvements to increase safety, improve access, and reduce congestion in Cape Girardeau County	\$10 - \$12
SE	Highway	New Road	A new road is needed connecting MO-K and the I-55/MO-74 interchange in RT K.	\$6 - \$8
SE	Highway	61	US-61 between the County Park North entrance and the I-55 interchange needs improvements to increase safety and improve access in Cape Girardeau County	\$.5 - \$.8
SE	Highway	177	MO-177 in Cape Girardeau needs improvements to increase safety and improve access	\$1 - \$1.3
SE	Highway	F	MO 19- Alton to Shannon County line: Roadway need (repaving and shoulders)	\$.25 - \$.4
SE	Highway	19	Hwy 160 throughout Ozark County: Highway improvements in Oregon County	\$6 - \$6.4
SE	Highway	160	MO 101- Howell County line to Arkansas: Roadway need (shoulders)	\$6 - \$8
SE	Highway	101	Hwy 95 overpass @ Hwy 60: Pedestrian need (sidewalks across bridge) in Ozark County	\$2.5 - \$2.8
SE	Highway	95	Improve traffic flow and access on Highway 74 (Bridge Route) from I-55 to Route K westward through western Cape	\$.5 - \$.7

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
			Girardeau and Bollinger County.	
SE	Highway	74	Add sidewalks and crosswalks along Kingshighway within Cape Girardeau City Limits	\$30 - \$40
SE	Highway	32	Hwy 32 one mile west of 21 junction. Reid/Cedar Creek bridge in Iron County	\$1.5 - \$2
SE	Highway	32	Bridge over railway on Hwy 49. 2 miles south of Annapolis needs work/replacement in Iron County	\$1 - \$1.5
SE	Highway	49	Tiptop on Hwy 21 between CC and Carter Lane in Iron County	\$1 - \$1.2
SE	Highway	21	Route N in northern Iron County has sight distance problems and lacks shoulders.	\$.5 - \$.8
SE	Highway	New Road	Missouri Highway 21 throughout much of Iron County lacks shoulders and has deficient bridges, specifically Carver Creek bridge (JO990), Big Creek bridge (FO646), and Huff Branch bridge (FO644)	\$3.5 - \$4
SE	Highway	21	Curved gravel shoulders on the six-mile section of Highway 32 between the junction with Highway 49 at East End and the junction with Highway 49 at Bixby are too narrow for trucks to negotiate and gravel is thrown onto the roadway, which contributes to accidents in Iron County	\$6 - \$7
SE	Highway	49	Route J between Fredericktown and Highway 51 in Perry County is a winding, road of inconsistent width, having areas that are extremely narrow without shoulders and is dangerous to the traveling public	\$1.5 - \$1.8
SE	Highway	J	There is a need to resurface Route E at the City limits of Bonne Terre to West School St. in Madison County	\$3.5 - \$4
SE	Highway	E	There is a need for additional improvements on Highway 32 (Karsh Boulevard) at the Route D (North Washington) intersection, including widening, extending turn lanes and improving drainage in St. Francois County	\$.25 - \$.35
SE	Highway	D	Highway 32 at State Route N has poor sight lines and poor geometry in St. Francois County	\$1 - \$1.3

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Highway	M	Shoulders, widening and resurfacing of State Route M in St. Francois County	\$5 - \$5.2
SE	Highway	M	There is a need for improved lighting at the intersections of Highway 61 and Routes A, O and OO in Ste. Genevieve County	\$2 - \$2.2
SE	Highway	61	Improve road geometry (hills and curves) region-wide in Ste. Genevieve County	\$.3 - \$.4
SE	Highway	Various	Shoulders/rumble stripes region-wide in Southeast District	\$.1 - \$.3/mile
SE	Highway	Various	Widening of one-lane bridges region-wide in Southeast District	Policy Request
SE	Highway	Various	Improved/new east-west corridor in Southeast District	Policy Request
SE	Highway	34	4-lane Hwy 32 from Farmington to I-55 in Southeast District	\$35 - \$40
SE	Highway	32	Construct center turn lane between Flying J Truck Stop and Casey's Convenience Store on Rt. 60-62 across I-57 bridge (Restripe Bridge Approx. 320 Ft.) (Total Length Approx. 4,000 Ft.) in St. Francois/Ste. Genevieve Counties	\$.05 - \$.07
SE	Highway	Highway	Upgrade Rt. 60 to Interstate standards from Kentucky state line to Springfield, MO	Unknown
SE	Highway	Highway	Super 2-lane Rt. 25 (2-12 Ft. Lanes & 10 Ft. Shoulders) from Jackson to Kennett	Unknown
SE	Highway	Various	More bridges in bootheel across the state line	Unknown
SE	Highway	Various	Lengthen acceleration ramps on I-55 in southeast Missouri	\$1.5 - \$2
SE	Highway	Rail	Construct a railroad overpass in Mountain Grove, Perry County	\$4 - \$7
SE/Local	Highway	CR 424	Work with the county to address the blind curve off of MO 49 and Rt. A	\$.05 - \$.06
SE/Local	Highway	Williams St.	Improve pavement markings on Williams St.	\$.08 - \$.1
SE/Local	Highway	Karsch	Install crosswalks on Karsch in Farmington	\$.15 - \$.25
SE/Local	Highway	Salcedo	Resurface Salcedo Rd.	\$.2 - \$.25
SE/Local	Highway	OR 55	Resurface West Outer Rd. from Rt. TT/I-55 to Rt. A/I-55 Interchange	\$.2 - \$.3



### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE/Local	Highway	Parkway Dr	Access, congestion relief and improved traffic circulation are needed from the south end of Parkway Dr. outer road to Rosener Rd.	\$ .25 - \$.3
SE/Local	Highway	Karsh Blvd.	Improve traffic congestion on Karsh Blvd. through Farmington	\$.4 - \$.5
SE/Local	Highway	Port Rd.	Add guardrails to Port Rd.	\$.45 - \$.5
SE/Local	Highway	Cottonwood	Resurface Cottonwood Rd. to New Bourbon Port	\$1 - \$1.5
SE/Local	Highway	Berry Rd.	Repair the Berry Rd. Bridge in Farmington	\$2.5 - \$3
SE/Local	Highway	CR 271	Raise County Rd. 271 near Kinder (north of Puxico) to alleviate road closures due to flooding	Unknown
SE/Local	Highway	LaSalle St./Main St.	Stripe LaSalle and Main Streets in Jackson	Unknown
SE/Local	Highway	McKinley St./Park St.	McKinley and Park Street in Poplar Bluff need pavement improvements and flooding addressed	Unknown
SE/Local	Highway	Bloomfield Rd	Interstate 55 Corridor - The Bloomfield Road overpass in Cape Girardeau needs to be replaced with a 4-lane bridge to reduce congestion	\$1.5 - \$2
SE/Local	Highway	Various	Improve traffic flow, safety and capacity on Routes OO and Z from Highway 34 to Highway 25 at Route K in Cape Girardeau County	\$6 - \$8
SE/Local	Highway	Highway	Add sidewalks and crosswalks along Kingshighway within Cape Girardeau City Limits	\$6 - \$8
SE	Rail	Rail	UPRR tracks at Highway 32 and State Rt. BB have a rough surface due to maintenance issues.	\$.1 - \$.2
SE	Rail	Rail	Improve railroad crossing in Scott City (by caboose) and Chaffee (by VFW)	\$.5 - \$.6
SE	Rail	Rail	Convert the Dexter to Morehouse railroad track into a bike/ped trail	\$1 - \$1.2
SE	Rail	Rail	Construct Lilbourn Industrial Park Spur	\$1 - \$2
SE	Rail	Rail	Construct Stoddard County Industrial Park Spur	\$1 - \$2
SE	Rail	Rail	Create state rail asset management program to help fund industrial rail infrastructure	\$2 - \$2.5

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Rail	Rail	Amtrak provides no passenger rail stop in St. Francois County. Bismarck Rail depot could be used for access	\$2 - \$3
SE	Rail	84	Add overpass bridge on MO 84 to help with railroad crossing in Hayti	\$4 - \$5
SE	Rail	Rail	Grade crossings on St. Louis and Howell Street in West Plains: Two grade separation/improvements	\$4 - \$5
SE	Rail	Rail	Construct New Bourbon Port connection from the port to I-55 and a rail connection to St. Francois County (Unknown cost for rail connection)	\$4 - \$5
SE	Rail	Rail	Utilities, right of way, road paving and rail extension at the New Bourbon Regional Port	\$5 - \$7.5
SE	Rail	Rail	Upgrade the short line rail to connect the New Bourbon Port and Burlington Northern RR at Ste. Genevieve to Union Pacific RR in Bismarck. Could service the needs of local industries and provide additional economic development. Include the line to Bonne Terre and possibly the old line to St. Louis.	\$75 - \$90
SE	Rail	Rail	A need exists for some type of passenger service on the Union Pacific Railroad line serving Iron County.	Unknown
SE	Rail	Rail	Construct passenger rail service between the bootheel and St. Louis	Unknown
SE	Rail	Rail	Multi-modal access from rail and truck to barge is needed at the New Bourbon Regional Port Authority site.	\$18 - \$22
SE	Rail	Waterways	Amtrak stop in the region, Ste. Genevieve	\$1 - \$5
SE	Rail	Various	Build overpass on Rt. J to help train move through Hayti without blocking streets for long periods of time. Also add switches, lights and bars to crossings in town	\$5 - \$10
SE	Rail	Rail	Improve rail line from Bismarck to Ste. Genevieve	\$20 - \$22
SE	Rail	Rail	Cape Girardeau County Transit Authority needs: a) bus stop shelter facilities along current bus routes and the extension of routes to the northern and southern areas of Cape b) dispatching software to help with efficiency of the demand response service county-wide, extending the service hours of the fixed out-bus operation	\$1 - \$1.2
SE	Transit	Transit	Provide a new transit vehicle for Bloomfield	\$.1 - \$.15

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Transit	Transit	Provide replacement of current transit vehicles that have reached the end of their useful life	\$2.5 - \$3
SE	Transit	Transit	Provide rural transit vehicles for expanded service	\$17 - \$18
SE	Transit	Transit	Provide bus service in Kennett	\$20 - \$24
SE	Transit	Transit	Increase rural transit services provided from averaging 2 days per week to 5 days per week	\$270 - \$300
SE	Transit	Transit	There is a need for public transit serving the wine country of Ste. Genevieve County to reduce the potential for impaired drivers on rural roads	Unknown
SE	Transit	Transit	Increase public transit services to region's wineries in Cape Girardeau	\$.4 - \$.7 /yr.
SE	Transit	Various	Improved transit coordination	Unknown
SE	Transit	Transit	There is a need at the Southeast Missouri Regional Port for a) stabilization of the north harbor bank; b) development of infrastructure (grading, utilities, road paving, railroad tracks); and c) cargo handling facilities	\$53 - \$60
SE	Waterways	Waterways	Security System at Mississippi County Port	\$.04 - \$.06
SE	Waterways	Waterways	Missouri Landing Improvements at Mississippi County Port	\$.05 - \$1
SE	Waterways	Waterways	Office Building Addition at SEMO Port	\$.2 - \$.3
SE	Waterways	Waterways	Construct two drive over hoppers at New Bourbon Port	\$.2 - \$.3
SE	Waterways	Waterways	Siding in South Cape at SEMO Port	\$.25 - \$.3
SE	Waterways	Waterways	Extension of RR Mainline in Industrial Park #1 at Pemiscot County Port	\$.3 - \$.4
SE	Waterways	Waterways	Bridge 4 Fill at SEMO Port	\$.3 - \$.4
SE	Waterways	Waterways	Port site improvements	\$.3 - \$.5
SE	Waterways	Waterways	Dock Rail Spurs at SEMO Port	\$.35 - \$.4

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Waterways	Waterways	Maintenance Building at SEMO Port	\$ .35 - \$ .4
SE	Waterways	Waterways	Loop Tracks Fill Project - Phase 2 Fill at SEMO Port	\$ .4 - \$ .5
SE	Waterways	Waterways	Bridge Upgrades at SEMO Port	\$ .4 - \$ .5
SE	Waterways	Waterways	Construct 6" water line 1.67 miles to harbor and construct sewage treatment facility at New Bourbon Port	\$ .45 - \$ .5
SE	Waterways	Waterways	North Tracks 4, 5, & 6 at SEMO Port	\$ .5 - \$ .6
SE	Waterways	Waterways	Dolphins - Harbor North Side at SEMO Port	\$ .5 - \$ .6
SE	Waterways	Waterways	Land Acquisition at SEMO Port	\$ .6 - \$ .7
SE	Waterways	Waterways	Construction of two coffer cells at New Bourbon Port	\$ .6 - \$ .7
SE	Waterways	Waterways	Semo Port Rail Park at SEMO Port	\$ .7 - \$ .8
SE	Waterways	Waterways	Grain 2 & 3 Tracks and Tail Track 2 at SEMO Port	\$ .9 - \$ .1
SE	Waterways	Waterways	Dry Bulk Warehouse at SEMO Port	\$ .9 - \$ 1
SE	Waterways	Waterways	Warehouse Construction at New Madrid Port	\$ 1.2 - \$ 1.3
SE	Waterways	Waterways	Harbor Bank Stabilization - Phase 2 at SEMO Port	\$ 1.2 - \$ 1.4
SE	Waterways	Waterways	Land Purchase Phase 2 of 2 at New Madrid Port	\$ 1.5 - \$ 1.7
SE	Waterways	Waterways	Elevate sections of road into port and pave entire road (two-phases) at New Bourbon Port	\$ 1.6 - \$ 1.8
SE	Waterways	Waterways	Land Purchase Phase 1 of 2 at New Madrid Port	\$ 1.6 - \$ 1.8
SE	Waterways	Waterways	Purchase Land for Industrial Park #2 at Pemiscot County Port	\$ 1.7 - \$ 1.9
SE	Waterways	Waterways	Bank stabilization, maintenance building and equipment, office road paving and industrial site infrastructure	\$ 2 - \$ 2.5
SE	Waterways	Waterways	Construct RR Wye between PCPA RR & BNSF at Pemiscot County Port	\$ 2.4 - \$ 2.6

### SOUTHEAST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SE	Waterways	Waterways	Land acquisition, construct dolphins (4), and warehouse improvements needed	\$3.5 - \$4
SE	Waterways	Waterways	Construct cargo dock and tank barge facility, rail extension and utilities	\$3.5 - \$4
SE	Waterways	Waterways	Construction of Rail Loop Track - 2 alternate paths at Pemiscot County Port	\$4.4 - \$4.6
SE	Waterways	Waterways	Construct approximately 3 miles of paved access road from US 61 to the Port of New Bourbon to include turn and acceleration lanes on US 61	\$6 - \$7
SE	Waterways	Waterways	Loop Tracks Project at SEMO Port	\$20 - \$22
SE	Waterways	Waterways	Develop an inland port rivaling New Orleans, Houston or Miami (3 rivers and lots of intersecting highway corridors)	\$250 - \$300
SE	Waterways	Waterways	Create more ports on the Mississippi River	Policy request
SE	Waterways	Waterways	Provide locks and dams on Mississippi River	Unknown
SE	Waterways	Waterways	Improved connectivity to ports in Cape Girardeau	\$19 - \$26
SE	Waterways	Waterways	Pemiscot Co. Port Infrastructure	\$7.8 - \$8.3

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Aviation	Aviation	Construct fuel storage facilities at St. Charles County airport	\$.3 - \$.4
SL	Aviation	Aviation	Expand terminal at Creve Coeur airport	\$.4 - \$.5
SL	Aviation	Aviation	Construct new hangar at St. Charles County airport	\$.5 - \$.6
SL	Aviation	Aviation	Construct hangars at Creve Coeur airport	\$.8 - \$1
SL	Aviation	Aviation	Rehabilitate runways at St. Charles County SMARTT airport	\$1 - \$2
SL	Aviation	Aviation	Improve taxiway at Creve Coeur airport	\$1 - \$2
SL	Aviation	Aviation	Construct new terminal area development at Washington airport	\$2 - \$2.5
SL	Aviation	Aviation	New terminal area development and taxiway at Washington Regional airport	\$2 - \$4
SL	Aviation	Aviation	Land acquisition at the Spirit of St. Louis airport	\$5 - \$6
SL	Aviation	Aviation	Connect Lambert International Airport cargo area with an industrial complex and connections to I-70	\$10 - \$15
SL	Aviation	Aviation	Improve roadway connections to Lambert International Airport to better accommodate international freight; and improved access in support of North Park development - including the intersection of Lindbergh and Missouri Bottom Rd.; Banshee Rd.; McDonnell Blvd.; Airport Rd.; and access to I-170	\$80 - \$100
SL	Bike/Ped	364	Add bike lanes to Page Ave South Outer Rd from Bryan to Route K in O'Fallon	\$.01 - \$.03
SL	Bike/Ped	Telegraph	Add bike lane on northbound Telegraph Road between the 255 exit ramp and Wal-Mart intersection in St. Louis	\$.01 - \$.03
SL	Bike/Ped	Technology	Add pavement markings for bike lanes along Technology Dr from Progress West to Route N in O'Fallon	\$.01 - \$.05
SL	Bike/Ped	K	Add bike lane striping and signage to Route K in O'Fallon	\$.03 - \$.01
SL	Bike/Ped	141	Construct bike lanes along east side of MO 141 in Twin Oaks and Manchester	\$.1 - \$.2
SL	Bike/Ped	Bryan	Improve sidewalk along Bryan Road from Veterans Memorial Parkway to I-70 in St. Charles	\$.1 - \$.2

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Bike/Ped	Bryan	Install sidewalk along Bryan Road from I-70 to West Terra in St. Charles	\$.1 - \$.2
SL	Bike/Ped	K	Provide sidewalk connectivity along Highway K from Feise to Dardenne Elementary in St. Charles	\$.1 - \$.2
SL	Bike/Ped	K	Improve pedestrian walkway at intersection of Route K and Megan's Crossing in St. Charles	\$.1 - \$.2
SL	Bike/Ped	K	Pedestrian improvements needed at intersection of Route K and Mexico Road in St. Charles	\$.1 - \$.2
SL	Bike/Ped	K	Pedestrian improvements needed at intersection of Route K and Waterbury In St. Charles	\$.1 - \$.2
SL	Bike/Ped	K	Pedestrian improvements at intersection of Route K and Fallon Parkway in St. Charles	\$.1 - \$.2
SL	Bike/Ped	K	Improve pedestrian crossing at intersection of Route K and Mexico Loop Road in St. Charles	\$.1 - \$.2
SL	Bike/Ped	67	Add 4-way pedestrian activated crosswalks at MO 67 and Washington 63031 in Florissant	\$.1 - \$.2
SL	Bike/Ped	100	Add pedestrian accommodations at Manchester and Kortwright near Rock Hill	\$.1 - \$.2
SL	Bike/Ped	Butler Hill	Add sidewalk under I-55 overpass area at Butler Hill Road intersection that are ADA compliant	\$.1 - \$.2
SL	Bike/Ped	Manchester	Add sidewalk on the north side of Manchester Road from 14510 to 14640 in the City of Winchester	\$.1 - \$.2
SL	Bike/Ped	141	Construct crosswalk on MO 141 at Forest Knoll Dr in Fenton	\$.1 - \$.3
SL	Bike/Ped	141	Construct crosswalk on MO 141 at Briarhurst Dr in Twin Oaks	\$.1 - \$.3
SL	Bike/Ped	94	Add shoulder to intersection of MO 94 and Westwood Dr.	\$.1 - \$.2
SL	Bike/Ped	P	Improve connectivity along Route P from Royal Oaks Drive to Mt. Hope School along the north side of the roadway	\$.1 - \$.2
SL	Bike/Ped	141	Crosswalk on MO 141 in Fenton by Dierbergs	\$.2 - \$.25
SL	Bike/Ped	366/Chippewa	Add crosswalk/ped signal at Chippewa Crossing, east side of River Des Peres Bridge in St. Louis	\$.2 - \$.3
SL	Bike/Ped	231	Resurface bike lanes along 231 from Christopher Rd to Fine Rd in Oakville	\$.2 - \$.4



## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Bike/Ped	70	Add bike/ped accommodations at the I-70 exit ramp at Branch St, north of downtown St. Louis	\$.2 - \$.4
SL	Bike/Ped	K/N	Install sidewalks for Route K and N and crosswalk and signals in O'Fallon	\$.2 - \$.4
SL	Bike/Ped	S Lindbergh Blvd/61/67	Add sidewalk to north side of Lindbergh between Union and Cordes and add ped signals and crossings on southbound Union Road	\$.2 - \$.4
SL	Bike/Ped	K	Pedestrian improvements needed at intersection of Route K, Freise Road and Laura Hill in St. Charles	\$.3 - \$.4
SL	Bike/Ped	40	Add sidewalk along South Outer 40 between Clayton Road and McKnight	\$.3 - \$.4
SL	Bike/Ped	P	Install sidewalks along Route P from Main Street to Dames Park along the south side of the roadway	\$.3 - \$.4
SL	Bike/Ped	61/67/Lemay Ferry	Add sidewalk connection north of Meramec River bridge to shoulder on the St. Louis County side in Arnold	\$.3 - \$.5
SL	Bike/Ped	64	Add bike/ped bridge or access over I-64 near Hanley Rd, Richmond Heights	\$.3 - \$.6
SL	Bike/Ped	141	Construct bridge over 141 between Big Bend and Manchester	\$.3 - \$.6
SL	Bike/Ped	55	Complete sidewalk and street scape in I-55/Butler Hill Rd area from Clayridge Dr to Little Rock Rd	\$.4 - \$.5
SL	Bike/Ped	Bike/Ped	Construct Arnold City Park and Jefferson Barracks Bikeway Connection with shoulders and signal improvements	\$.4 - \$.5
SL	Bike/Ped	Bike/Ped	Construct bike lanes on Gravois and Chippewa-Watson roads in St. Louis City	\$.4 - \$.5
SL	Bike/Ped	Manchester	Add sidewalk on bridge over Deer Creek on Manchester at Hanley	\$.4 - \$.6
SL	Bike/Ped	44	Construct bike/ped route and sidewalks across overpass at exits 225 and 226 along I-44	\$.4 - \$.8
SL	Bike/Ped	Bike/Ped	Addition of bike lane to Route K	\$.5 - \$.6
SL	Bike/Ped	K	Install sidewalks along Route K from I-64 to MO 94 along the south side	\$.5 - \$.6
SL	Bike/Ped	Lindbergh	Construct curb cuts for ADA access and other bike/ped people underneath I-44 along Lindbergh Blvd.	\$.5 - \$.6
SL	Bike/Ped	M	Install sidewalks along Route M from Route P to MO 79	\$.5 - \$.6

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Bike/Ped	Telegraph	Replace chip seal with new surface on Telegraph Rd. from Christopher Road to Fine Rd. in Oakville	\$.5 - \$.6
SL	Bike/Ped	K/M	Improvements to pedestrian facilities	\$.5 - \$.8
SL	Bike/Ped	61	Add shoulders along US 61 (the Mississippi River Trail) in Festus	\$.5 - \$1
SL	Bike/Ped	N	Add shoulder and pedestrian improvements along Route N from Route K to Bryan Road in St. Charles	\$.6 - \$1
SL	Bike/Ped	141	Intersection improvements at MO 141 and Gravois Rd. for bike/ped usage	\$.75 - \$1
SL	Bike/Ped	267	Improvements to pedestrian facilities	\$.8 - \$.9
SL	Bike/Ped	Pershall	Construct bike lanes to improve the North County Bikeway along Pershall Rd in Ferguson. Also, construct sidewalks along Pershall Rd. to connect pedestrians and bus riders with the new North County Transit Center	\$.8 - \$1
SL	Bike/Ped	Bike/Ped	Addition of bike lane to Route 141	\$1 - \$1.1
SL	Bike/Ped	CC	Add bike lane along CC from 61/67 intersection to Route A near Festus	\$1 - \$1.1
SL	Bike/Ped	K	Install sidewalk along Route K from West Terra to Veterans Memorial Parkway along the west side of the roadway in St. Charles	\$1 - \$1.1
SL	Bike/Ped	Technology	Install sidewalk along Technology Drive from WingHaven Road to Progress Point Parkway along the north side of the roadway	\$1 - \$1.1
SL	Bike/Ped	70	Add bike shoulders to the north service road for I-70 heading west from Guthrie Road/Lake St. Louis Blvd.	\$1 - \$1.2
SL	Bike/Ped	50	Improvements to pedestrian facilities	\$1 - \$2
SL	Bike/Ped	79	Install sidewalks along MO 79 from I-70 to Route M in St. Charles	\$1.2 - \$2
SL	Bike/Ped	231	Improvements to pedestrian facilities	\$1.5 - \$2
SL	Bike/Ped	Bike/Ped	Add a southern Mississippi River bicycle crossing into southern Illinois, on the Jefferson Barracks bridge	\$1.5 - \$2
SL	Bike/Ped	79	Install sidewalk along West Terra from Hoff Road to MO 79 in St. Charles	\$1.8 - \$3

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Bike/Ped	141	Provide bike/ped access to Buder Park and Lone Elk Park, Valley Park	\$2 - \$2.5
SL	Bike/Ped	340	Improvements to pedestrian facilities	\$2 - \$2.5
SL	Bike/Ped	94	Construct a bike-ped crossing over MO 94 at Heritage Crossing connecting to the local park in St. Charles County	\$2 - \$3
SL	Bike/Ped	141	Add bike/ped connection parallel to MO 141 across the Meramec River Bridge	\$2 - \$3
SL	Bike/Ped	DD/D/94	Add sidewalk and bike path along Route DD from I-64 to Diehr Road in St. Charles	\$2 - \$3
SL	Bike/Ped	Lindbergh	Add bike/ped paths on Hazelwood North Lindbergh and I-270 overpass	\$2 - \$3
SL	Bike/Ped	141	Widen to create outside shoulders along MO 141 from I-44 to Vance Rd	\$2 - \$3
SL	Bike/Ped	370	Install barrier on MO 370 Discovery Bridge to separate bike lane from traffic	\$2 - \$3
SL	Bike/Ped	Old 66	Add river crossing for bikes on Old 66 in the Route 66 State Park in the Eureka area	\$2 - \$3
SL	Bike/Ped	Y	Add bike shoulders on Route Y in St. Paul from Church Street to Flatwoods Road	\$2 - \$3
SL	Bike/Ped	Veterans Memorial Parkway	Install sidewalks along Veterans Memorial Parkway from Route K to Fort Zumwalt Park in St. Charles	\$2.4 - \$4
SL	Bike/Ped	100	Widen shoulders on MO 100/I-44 interchange to Route OO near Gray Summit	\$3 - \$3.5
SL	Bike/Ped	N	Add sidewalks and shoulders for bike/bed along Route N	\$3 - \$3.5
SL	Bike/Ped	T	Add shoulders and bike lanes along Route T in Wildwood from MO 100 to St. Albans	\$3 - \$3.6
SL	Bike/Ped	21	Add bike shoulders/bike lane/pedestrian protection on MO 21 crossing over Meramec River	\$3 - \$4
SL	Bike/Ped	N	Add bike shoulders on Route N from Cottleville westward in St. Charles	\$3 - \$5
SL	Bike/Ped	340	Add bike lanes and fill in sidewalk gaps on Olive/Clarkson in Chesterfield	\$3.3 - \$3.6
SL	Bike/Ped	340	Continuous sidewalks needed along Olive/MO 340 from Ballas to I-46 in Creve Coeur	\$3.5 - \$4
SL	Bike/Ped	185	Add 5 foot shoulders along MO 185 near Sullivan	\$4 - \$4.8

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Bike/Ped	Z/3/F/Foristell	Add sidewalks and shoulders in New Melle including Route Z, MO 3, Route F and Foristell Road	\$4 - \$6
SL	Bike/Ped	61	Add bike lane on US 61 from Bloomsdale to Arnold	\$5 - \$5.5
SL	Bike/Ped	K	Add bike/ped trail along Highway K from I-64 to I-70	\$5 - \$6
SL	Bike/Ped	94	Add bike shoulders on MO 94 near Augusta	\$5 - \$7
SL	Bike/Ped	109/Manchester/44	Widen bike shoulders on MO 109 between Manchester Road and I-44	\$5 - \$7
SL	Bike/Ped	64	Improve walkability of Grand Ave. at I-64 intersection with traffic calming and lane reduction in St. Louis City	\$6 - \$10
SL	Bike/Ped	109	Add shoulders to MO 109 from I-44 north to Babler Park area	\$6 - \$9
SL	Bike/Ped	61/67	Add shoulders along 61/67 where they are non-existent	\$7 - \$9
SL	Bike/Ped	Florissant	Interchange and add sidewalks along Florissant Rd under I-270 and add ped signals and crosswalks to intersections	\$8 - \$10
SL	Bike/Ped	St Charles Rock	Interchange and add sidewalks at I-270 on St Charles Rock Rd and add ped signals and crosswalks to intersections	\$8 - \$14
SL	Bike/Ped	30	Add bike lanes and a planted median to Gravois Avenue from Taft Avenue to Christy Boulevard and improve the Gravois/Morganford intersection for cyclists	\$10 - \$11
SL	Bike/Ped	P	Add shoulders on Route P in St. Charles	\$10 - \$15
SL	Bike/Ped	Bike/Ped	Continue Great Streets	\$15 - \$35
SL	Bike/Ped	5th	Construct bike/ped from 5th Street/casino/Katy area trail over the MO River	\$18 - \$19
SL	Bike/Ped	255	Add bike connection across the Jefferson Barracks bridge on I-255	\$20 - \$24
SL	Bike/Ped	340	Add bike lane and shoulders to Olive Blvd. and Brentwood Blvd. in St. Louis	\$22 - \$26
SL	Bike/Ped	70	Add sidewalks and shoulders from the southside of I-70 over the Cave Springs bridge crossing	\$30 - \$35
SL	Bike/Ped	Manchester	Add bike lanes and sidewalks to Manchester Road from Kingshighway to I-270	\$30 - \$40

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Bike/Ped	Bike/Ped	Add bike/ped parallel to Manchester and Olive roads for St. Louis County	\$50 - \$60
SL	Bike/Ped	Bike/Ped	Construct natural surface trails immediate adjacent to bike/ped paths or sidewalks for those who run their dogs alongside	Policy request
SL	Bike/Ped	Bike/Ped	Provide more bike trails in Jefferson County. Also, upgrade the Mississippi River Trail in Festus. All to promote physical activity	Policy request
SL	Bike/Ped	Bike/Ped	Add bike/ped paths connecting commuters to all different areas in the St. Louis City and County	Policy request
SL	Bike/Ped	Bike/Ped	Provide a network of bike-only facilities and signal lights that can trigger a green light by a bicyclist	Policy request
SL	Bike/Ped	Bike/Ped	Improve road quality on Blair Ave between St. Louis Ave and Branch (Bike St. Louis route)	Policy request
SL	Bike/Ped	Bike/Ped	Implement Gateway Bike Plan in St. Louis Area	Policy request
SL	Bike/Ped	Bike/Ped	Change policy regarding biking and walking on county roads throughout the suburbs of St. Louis	Policy request
SL	Bike/Ped	Bike/Ped	Change the timing of traffic lights in St. Louis City	Policy request
SL	Bike/Ped	Bike/Ped	Provide north-south and east-west bike paths into and out of the St. Louis City	Policy request
SL	Bike/Ped	Telegraph	Designate Telegraph Rd in Arnold as bikeway and add trail connections to Bee Tree County Park, Cliff Caves County Park and Jefferson Barracks	Policy request
SL	Bike/Ped	Various	Plan projects with awareness and input on effect to non-motorists	Policy request
SL	Bike/Ped	Various	Replace Share the Road signs with Bikes Allowed Full Use of Lane signs in St. Charles and St. Louis counties	Policy request
SL	Bike/Ped	64	Create and connect new and existing bike routes to existing Metro stations along I-64 in Brentwood, Clayton, Maplewood, and Richmond Heights	Unknown
SL	Bike/Ped	64	Connect bike/ped routes with existing facilities within the Great Rivers Greenway and Bike St. Louis bike/ped systems along I-64	Unknown
SL	Bike/Ped	270	Add on-street bikeway improvements at I-270 Rott Road and Sappington underpasses for Ride Into the Sunset Bikeway in Sunset Hills	Unknown
SL	Bike/Ped	370	Widen bike lane and provide clear marked paths on 370 bridge and trail leading up	Unknown

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
			the bridge	
SL	Bike/Ped	141/Earth City Expressway	Add bike/ped sidewalk on Earth City Expressway on MO 141 under I-70 to get past the intersection	Unknown
SL	Bike/Ped	Bike/Ped	Add bike lane and shoulder in Bridgeton	Unknown
SL	Bike/Ped	Bike/Ped	Provide bike accommodations on Arsenal Bridge on west edge of St. Louis City	Unknown
SL	Bike/Ped	Bike/Ped	Add shoulders on all roads in Maryland Heights	Unknown
SL	Bike/Ped	Bike/Ped	Install signals for bicyclists in St. Peters	Unknown
SL	Bike/Ped	Bike/Ped	Change bike route, Macklind to Arsenal to Sublette, to Macklind to Southwest to Sublette in St. Louis	Unknown
SL	Bike/Ped	Bike/Ped	Add wider shoulders and bike lanes through out St. Charles County	Unknown
SL	Bike/Ped	Bike/Ped	Provide bike paths from county to downtown and Midtown Kirkwood	Unknown
SL	Bike/Ped	Conway	Widen existing sidewalk and stripe for bike/ped path and connect the two ends of Conway Road	Unknown
SL	Bike/Ped	DD/D/94	Add bike lane and shoulders to Route DD from Highway 64/40 south to Route D and from Route D from New Melle to Mo 94.	Unknown
SL	Bike/Ped	I-70	Add bike/ped shoulders to the south side of I-70 in Wentzville (Hepperman and Service Roads)	Unknown
SL	Bike/Ped	Olive	Extend bike lanes on Olive Blvd. from Cross Creek Dr. east to Warson Road and from Warson Road west to Cross Creek Dr.	Unknown
SL	Bike/Ped	P	Improve intersection of Route P and Dames Park Drive in St. Charles	Unknown
SL	Bike/Ped	Cerre Street/10th	Cycle track on south side of Cerre Street, Bike/ped bridge through I-64/70/44 interchange from Cerre to Arch Grounds and City gardens connection along 10th in St. Louis City	\$2 - \$2.5
SL	Bike/Ped	K	Construct a pedestrian crosswalk at the intersection of Route K and Christina Marie in O'Fallon in St. Charles County	\$.25 - \$.5
SL	Bike/Ped	70	Construct bike/pedestrian facility on the I-70 Missouri River Bridge (Blanchetter Bridge) to connect the Riverwoods Park and Trail in St. Louis County to the Katy	\$8 - \$15

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
			Trail in St. Charles County	
SL	Bike/Ped		Laclede's landing streetscape improvements; park improvements and pedestrian connections under MLK Bridge in St. Louis City	Unknown
SL/Local	Bike/Ped	Old Ballwin	Add sidewalk to provide access to the city of Ballwin	Ballwin
SL/Local	Bike/Ped	Old Ballwin	Add sidewalk to connect the city of Ballwin to Old Ballwin Road	Ballwin
SL/Local	Bike/Ped	Chalmers	Replace sidewalk in front of 1609 Chalmers Drive, Chesterfield	Chesterfield
SL/Local	Bike/Ped	Kehrs Mill	Add bike shoulders on Kehrs Mill Road between Clarkson Road and Wildhorse Creek Road in Chesterfield	Chesterfield
SL/Local	Bike/Ped	Various	Add 5 foot shoulders with painted bike lanes on roads in Chesterfield	Chesterfield
SL/Local	Bike/Ped	Adams	Improve shoulders along Adams in Kirkwood	Kirkwood
SL/Local	Bike/Ped	Kirkwood/Old Gravois	Modify drainage grates along Kirkwood Rd between Big Bend and Manchester and along Old Gravois in Sunset Hills	Kirkwood & Sunset Hills
SL/Local	Bike/Ped	N	Reconstruct ped path along Route N from Mid Rivers Mall Dr to Motherhead Rd in Cottleville	Cottleville
SL/Local	Bike/Ped	N	Reconstruct ped path along Route N from Mid Rivers Mall Dr to Motherhead Rd	Cottleville
SL/Local	Bike/Ped	Ballas	Add bike lane on Ballas Road from Clayton north to Olive in Creve Coeur	Creve Coeur
SL/Local	Bike/Ped	Craig View	Add sidewalks to Craig View Drive in Creve Coeur	Creve Coeur
SL/Local	Bike/Ped	Mason	Add shoulders to Mason Road north of Laude Road in Creve Couer	Creve Coeur
SL/Local	Bike/Ped	Main	Add shoulders to Main Street in Eureka	Eureka
SL/Local	Bike/Ped	141	Widen shoulders along Old Mo 141 from Gravois Bluffs Blvd. to Gravois Road	Fenton
SL/Local	Bike/Ped	Bike/Ped	Provide bike/ped access from residential areas to shopping centers in the Fenton area	Fenton
SL/Local	Bike/Ped	44/Larkin Williams	Add bike shoulders along Larkin Williams Road from I-44 to old Gravois	Fenton



## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL/Local	Bike/Ped	Old 141	Add sidewalks along Old 141 to Gravois Rd, along Gravois Rd and along Gravois Bluffs Blvd in Fenton	Fenton
SL/Local	Bike/Ped	T	Extend Hwy T Trail westward to Laretto Ridge Subdivision near Labadie	Franklin Co.
SL/Local	Bike/Ped	Clayton/Bopp	Add bike/ped sidewalk from Bopp Road to just west of Spoede Road in Frontenac	Frontenac
SL/Local	Bike/Ped	Hickory	Repair sidewalks on Hickory Lane in Frontenac where there is a 10" height difference between parts of the sidewalk	Frontenac
SL/Local	Bike/Ped	Conway	Add shoulder on Conway Road in Frontenac and Town and Country	Frontenac and Town and Country
SL/Local	Bike/Ped	Banshee/McDonnell	Add bike shoulders and crosswalk at intersection of Banshee Road and McDonnell Blvd in Berkley/Hazelwood	Hazelwood
SL/Local	Bike/Ped	Hillsboro	Widen and add bikeable shoulders on Hillsboro Road in High Ridge	High Ridge
SL/Local	Bike/Ped	Old 21	Repair shoulders along Old 21 in Jefferson County	Jefferson County
SL/Local	Bike/Ped	Old Hwy M	Add shoulder along Old Hwy M in Imperial/Antonia	Jefferson County
SL/Local	Bike/Ped	Tenbrook	Construct sidewalks along Tenbrook Rd from Jeffco Blvd. (US 61/67) to Woodridge Rd. near Arnold	Jefferson County
SL/Local	Bike/Ped	Big Bend	Add shoulder and sidewalk to Big Bend Road in Kirkwood	Kirkwood
SL/Local	Bike/Ped	Lindbergh	Add bicycle shoulders on South Lindbergh Blvd between Lemay Ferry & Manchester Road	Kirkwood
SL/Local	Bike/Ped	Sulpher Spring	Add sidewalk on Sulpher Spring Ct and Wickford Way between Sulpher Spring Rd and Whitehall Dr in Manchester	Manchester
SL/Local	Bike/Ped	Bike/Ped	Provide bike route through Laclede Station corridor to get to the South County, Shrewsbury Crestwood and Affton areas in Maplewood	Maplewood
SL/Local	Bike/Ped	Bike/Ped	Add bicycle shoulders to the hill near the marine at Creve Coeur Lake Park in Maryland Heights	Maryland Heights
SL/Local	Bike/Ped	Pitman Hill	Add a shoulder to Pitman Hill Road between MO 94 and Sammelmann	Sammelmann
SL/Local	Bike/Ped	Big Bend	Paint bike lanes on Big Bend Rd in Ballwin/Valley Park	St. Louis County
SL/Local	Bike/Ped	5th	Add sidewalk on South 5th Street between Rio Vista and San Juan	St. Charles

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL/Local	Bike/Ped	Jung's Station	Add bike shoulders on Jung's Station Road in St. Charles	St. Charles
SL/Local	Bike/Ped	N	Add shoulder and sidewalk to Route N from Bryan Road to I-64 in St. Charles	St. Charles
SL/Local	Bike/Ped	N	Add bike path and pedestrian accessibility along Route N from Bryan Road to I-64 in St. Charles	St. Charles
SL/Local	Bike/Ped	Upper Bottom	Add shoulders on Upper Bottom from Old Upper Bottom to 364 in St. Charles	St. Charles
SL/Local	Bike/Ped	Post	Add bike/ped accommodations on Post Road between Technology Drive and Highway N	St. Charles Co.
SL/Local	Bike/Ped	Upper Bottom	Add shoulders to Upper Bottom Road from Jungs Station to MO 364 overpass	St. Charles Co.
SL/Local	Bike/Ped	Veterans Memorial Parkway	Provide connectivity to sidewalks along Veterans Memorial Parkway from Highway K to Bryan Road on the south side of the roadway	St. Charles Co./Lake St. Louis
SL/Local	Bike/Ped	Veterans Memorial Parkway	Install sidewalks along Veterans Memorial Parkway from Old Highway 40 to Belleau Creek	St. Charles Co./O'Fallon
SL/Local	Bike/Ped	Boone Bridge	Construct a connector trail from the new Boone Bridge to Research Park Rd. without having to drop down to the Katy Trail	St. Charles County
SL/Local	Bike/Ped	Old 94	Add bike lanes, shoulders and curbs on Old 94, Westwood Drive, between MO 94 and Motherhead Rd.	St. Charles County
SL/Local	Bike/Ped	Big Bend	Add sidewalk along Big Bend Road between Kirkwood and Avelley Park in St. Louis	St. Louis
SL/Local	Bike/Ped	Lafayette/Jefferson	Install crosswalk sign at Lafayette Ave and Jefferson Ave in St. Louis	St. Louis
SL/Local	Bike/Ped	Bike/Ped	Add a pedestrian overpass from the Barnes/Children's Hospital complex into Forest Park in St. Louis	St. Louis City
SL/Local	Bike/Ped	Choteau/3rd/Lafayette/9th/12th	Complete Riverfront Bike path through Soulard from LK Sullivan Dr to Jefferson Barracks	St. Louis City
SL/Local	Bike/Ped	Grand	Add bike lanes and crosswalks and improve sidewalks on North Grand from Compton to Delmar	St. Louis City
SL/Local	Bike/Ped	Manchester/Clayton / Brentwood/Hanley	Add bike lanes and shoulders from west St. Louis County to the City of St. Louis	St. Louis City
SL/Local	Bike/Ped	Ohio	Replace sidewalk on 3200 block of Ohio Ave in St. Louis	St. Louis City
SL/Local	Bike/Ped	St. Louis/Southwest	Widen westbound Southwest Avenue just west of McCausland Avenue and add grates to open drains along the right edge of roadway	St. Louis City

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL/Local	Bike/Ped	Taylor	Add bike lanes and sidewalks to Taylor Avenue north of Forest Park Parkway in St. Louis City	St. Louis City
SL/Local	Bike/Ped	Tower Grove	Extend bike lanes north of Vandeventer in St. Louis City	St. Louis City
SL/Local	Bike/Ped	Lindell	Extend bike lanes on Lindell Blvd from Grand to Kingshighway	St. Louis City
SL/Local	Bike/Ped	Various	Replace every sidewalk in City of St. Louis	St. Louis City
SL/Local	Bike/Ped	Bike/Ped	Connect all bike/ped trails in metro St. Louis City and County	St. Louis City and County
SL/Local	Bike/Ped	Morganford	Add bike lane on Morganford Road in south St. Louis from Arsenal to Union Road	St. Louis City/St. Louis County
SL/Local	Bike/Ped	Carman	Add sidewalks to Carman Road between Dietrich and Carman Woods	St. Louis Co./Manchester
SL/Local	Bike/Ped	Twillman	Add sidewalks on Twillman Avenue and east of Bellefontaine and west of the railroad tracks, Spanish Lake	St. Louis Co.
SL/Local	Bike/Ped	Ballwin/Clayton/Henry	Add sidewalk on Ballwin, south of Clayton Road/Henry Avenue in St. Louis	St. Louis Co./Ballwin
SL/Local	Bike/Ped	Kehrs Mill	Add bike lane/shoulder to Kehrs Mill Road in Ballwin	St. Louis Co./Ballwin
SL/Local	Bike/Ped	Eatherton	Add bike lane and shoulder on Eatherton Road between Olive and Centaur	St. Louis Co./Centaur
SL/Local	Bike/Ped	Clayton	Install bike path on east and west-bound Clayton Road between Baxter and Henry	St. Louis Co./Chesterfield
SL/Local	Bike/Ped	Big Bend	Add bike lane and shoulder on Big Bend between Clayton Road and Delmar	St. Louis Co./Clayton
SL/Local	Bike/Ped	Geyer	Add shoulders and/or bike/ped paths on Geyer Road between Manchester and Clayton Road	St. Louis Co./Frontenac/Huntleigh/Kirkwood
SL/Local	Bike/Ped	Conway	Add shoulder on Conway Road near Ladue and West	St. Louis Co./Ladue
SL/Local	Bike/Ped	Dougherty Ferry	Provide street sweeping along Dougherty Ferry Road between Big Bend and I-270	St. Louis Co./Manchester and Des Peres
SL/Local	Bike/Ped	Sunset Hills	Add sidewalks and shoulders on Kennerly Road between Gravois and Tesson Ferry Roads	St. Louis Co./Sunset Hills
SL/Local	Bike/Ped	44	Add trail crossing under I-44 at Meramec River bridge for Ride Into the Sunset Bikeway in Sunset Hills	St. Louis County
SL/Local	Bike/Ped	180	Improve shoulders on MO 180 between Taussig Rd and I-270	St. Louis County

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL/Local	Bike/Ped	Banshee/McDonnell	Add bike lanes along Banshee Rd and McDonnell Blvd from Banshee to Air Cargo near Hazelwood	St. Louis County
SL/Local	Bike/Ped	Big Bend	Add bike lane and shoulders on both side of Big Bend Road between Twigwood and Dougherty Ferry	St. Louis County
SL/Local	Bike/Ped	Big Bend/Arbor Creek	Add a sidewalk or barrier from the entrance of Arbor Creek Drive west to meet up with the sidewalk ending at Doherty Ferry	St. Louis County
SL/Local	Bike/Ped	Bike/Ped	Install sidewalks and improve bus stops along Airport Rd., McDonnell Blvd., and Lindberg Blvd. where they intersect near Boeing. Consider utilizing speed bumps or grates in roads to slow down drivers.	St. Louis County
SL/Local	Bike/Ped	Clayton	Stripe bike lanes along Clayton Rd from Skinker to the intersection with MO 109	St. Louis County
SL/Local	Bike/Ped	Clayton	Shoulder improvements at Clayton Road from 109 to Skinker, Route T, Big Bend, Allenton Road in St. Louis County	St. Louis County
SL/Local	Bike/Ped	Clayton/109	Add bike lane and expand shoulder from Lindbergh to MO 109	St. Louis County
SL/Local	Bike/Ped	Hanley	Install a crosswalk on Hanley Rd. at Litzinger to access the Maplewood Metrolink station with safety	St. Louis County
SL/Local	Bike/Ped	Koch/Bussen	Construct greenway between Jefferson Barracks Park and Cliff Cave Park	St. Louis County
SL/Local	Bike/Ped	Ladue/Clayton	Restripe to create shoulders on Ladue and Clayton	St. Louis County
SL/Local	Bike/Ped	Marine/Dorsett	Add bike/ped access from Creve Coeur Park to the Lake in Maryland Heights	St. Louis County
SL/Local	Bike/Ped	N Berry	Construct sidewalk on west side of N Berry Rd between Brownell and Grammercy in Glendale	St. Louis County
SL/Local	Bike/Ped	New Ballwin/Dougherty Ferry	Add bike shoulders, improve and add sidewalks and extend pedestrian lights on Big Bend between New Ballwin Road and Kirkwood in St. Louis	St. Louis County
SL/Local	Bike/Ped	Ries	Install sidewalks along east side of Ries Road linking Manchester Road and Big Bend Road where Metro Bus services are available	St. Louis County
SL/Local	Bike/Ped	Weidman	Add shoulders along Weidman Road in St. Louis County between Clayton and Manchester Roads	St. Louis County
SL/Local	Bike/Ped	Bike/Ped	Add sidewalks to arterials/collector streets and local streets in St. Louis County, Webster Groves	St. Louis County, Webster Groves
SL/Local	Bike/Ped	Ballas	Remove the grates on Ballas Rd. between Manchester and Clayton Rds.	St. Louis County/Des Peres

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
				and Town & Country
SL/Local	Bike/Ped	Hanna	Construct shoulders on Hanna Rd. south of the intersection of Big Bend Rd. and Sulphur Springs	St. Louis County/Manchester
SL/Local	Bike/Ped	Hoff/St. Paul	Add bike lanes to Hoff and St. Paul Roads in St. Paul	St. Paul
SL/Local	Bike/Ped	M	Construct shoulders, bike path, and sidewalks on Route M from Route F to Stracks Church Rd. (all in Innsbrook Transportation Study)	Warren County
SL/Local	Bike/Ped	Stracks Church	Construct shoulders, bike path, and sidewalks on Stracks Church Rd. from Route M to the extension of Route F (all in Innsbrook Transportation Study)	Warren County
SL/Local	Bike/Ped	Bike/Ped	Construct bike lanes on streets in and around Washington, MO	Washington
SL/Local	Bike/Ped	Ballas	Add sidewalks from MO 67 to the Westwood city limit	Westwood
SL/Local	Bike/Ped	Big Bend	Widen Big Bend Road for bicyclists in Webster Groves	Webster
SL/Local	Bike/Ped	Bike/Ped	Create a gravel trail system through Busch Wildlife area from bridge near Barat Haven to Old Hwy 40 access in O'Fallon	MDC
SL/Local	Bike/Ped	Bike/Ped	Expand Katy Trail Parking Lot in Defiance	MoDNR
SL/Local	Bike/Ped	Katy Trail	Pave Katy Trail in short, strategic sections along Augusta, Case, Portland, Hartsburg and Rocheport	MoDNR
SL/Local	Bike/Ped	Katy Trail	Extend the Katy Trail border to border and paving the entire Katy Trail from St. Louis to Nevada	MoDNR
SL/Local	Bike/Ped	Multiple Locations	Implement an interconnected system of bicycle, pedestrian access County-wide in St. Louis County	St. Louis City
SL/Local	Bike/Ped	City Bike Grid	Maintain existing bike lanes, Sharos, etc. in St. Louis City	St. Louis City
SL/Local	Bike/Ped	Downtown Transit Center at 14th Street	Build Bicycle Station for Bicycle Commuters in St. Louis City	St. Louis City
SL/Local	Bike/Ped	McArthur/Terminal Bridge	Rehab surface structure for a bike/ped path in St. Louis City	St. Louis City
SL/Local	Bike/Ped	Chouteau Greenway	Move abandon and unused rail. Construct bike/ped paths to connect greenways in St. Louis City	St. Louis City

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL/Local	Bike/Ped	Forest Park Parkway	Construct Bicycle Track in St. Louis City	St. Louis City
SL/Local	Bike/Ped	Various	Implement Americans with Disabilities Act improvements on roads County-wide in St. Louis County	St. Louis City
SL/Local	Bike/Ped		Upkeep Old Chain of Rocks Bridge in St. Louis	Policy request
SL	Highway	55	Install guardrail on I-55 northbound and southbound south of Meramec Bottom Road to protect vehicles from 6-8 ft. of floodwater	\$\$.01 - \$.02
SL	Highway	A	Improve striping on Route A in Festus and US 67 south of Fetus	\$.2 - \$.3
SL	Highway	YY/A	Signalize the intersection of Route YY and A	\$.25 - \$.3
SL	Highway	231	Intersection Improvements	\$.3 - \$.4
SL	Highway	100	Intersection improvements	\$.4 - \$.5
SL	Highway	367	Improve the off ramp from MO 367 onto Chambers Rd.	\$.4 - \$.5
SL	Highway	100	Intersection improvements including bike/pedestrians accommodations at Hanley Rd.	\$1 - \$2
SL	Highway	Bridge	Repair bridge at Flint Hill	\$1 - \$2
SL	Highway	D	Intersection improvements with St. Louis City Limits	\$1.5 - \$2
SL	Highway	110	Improve Route 110 and Route 21 intersection	\$2 - \$2.5
SL	Highway	E	Resurface Route E in Jefferson County	\$2 - \$3
SL	Highway	FF	Safety improvements, including adding shoulders	\$2 - \$3
SL	Highway	N	Improve shoulders and capacity on Route N from Route Z to I-64	\$3 - \$4
SL	Highway	141	Construct a pedestrian bridge on MO 141 over the Meramec River and BNSF RR	\$4 - \$5
SL	Highway	F	Safety Improvements	\$4 - \$5
SL	Highway	21	Add shoulders and rumbles on MO 21 from DeSoto to Hillsboro	\$4-\$5

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Highway	70	Enhance the I-70 exit ramp at Branch St. in St. Louis to include sidewalks, bicycle lanes, curb cuts/ramps, intersection improvements, crosswalks and better signage	\$5 - \$6
SL	Highway	64	Replace the directional ramp bridge at Pine St. to eastbound I-64	\$5 - \$8
SL	Highway	67	Corridor improvements from Page Ave. to I-70	\$5 - \$8
SL	Highway	94	Safety improvements on Route 94 from I-64 to Mid Rivers	\$5 - \$8
SL	Highway	44	Interchange improvements at Kingshighway	\$7 - \$10
SL	Highway	44	Interchange improvements at Hampton	\$7 - \$10
SL	Highway	44	Interchange improvements at Grand Ave.	\$7 - \$10
SL	Highway	AC	Pavement and intersections improvements on Route AC from St. Louis City limits to Route 67	\$8 - \$10
SL	Highway	94	Safety improvements on MO 94 from Defiance to Augusta	\$6 - \$8
SL	Highway	N	Safety improvements, including adding shoulders	\$6 - \$8
SL	Highway	B	Construct safety improvements on Route B from New Town Blvd. to MO 94	\$8 - \$10
SL	Highway	Z	Construct a third lane on Route Z from I-70 to Route D	\$8 - \$10
SL	Highway	67	Corridor improvements from Route 110 to I-55	\$10 - \$100
SL	Highway	64	Interchange improvements at Grand Ave.	\$10 - \$12
SL	Highway	64	Interchange improvements at Jefferson (full interchange)	\$10 - \$12
SL	Highway	66	Repair bridge over Meramec River in Route 66 State Park in Eureka	\$10 - \$12
SL	Highway	270	Interchange improvements at MO 160 (St. Charles Rock Road)	\$10 - \$12
SL	Highway	50	Add capacity from Progress Parkway to I-44	\$10 - \$15
SL	Highway	64	Spot improvements on I-64 to improve traffic flow	\$10 - \$15



## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Highway	70	Interchange improvements at Route U	\$10 - \$15
SL	Highway	94	Safety improvements at Klondike Hill on Route 94 east of Augusta	\$10 - \$15
SL	Highway	44	Construct Phase III of the Pacific interchange revision on I-44	\$12 - \$14
SL	Highway	64	Replace bridges with one new two-lane bridge and bike path on I-64 over RR and Ramps in St. Louis City	\$12 - \$14
SL	Highway	270	Reconstruct the Route D interchange at I-270	\$12 - \$14
SL	Highway	67	Improvements to Southbound 67 from Missouri River to Clark Bridge	\$12 - \$15
SL	Highway	D	Corridor improvements from I-67 to I-270	\$12 - \$15
SL	Highway	21	Corridor improvements from Route B to Route H	\$12 - \$20
SL	Highway	Bend	Replace Bend Road Bridge over the Meramec River	\$12 - \$20
SL	Highway	70	Interchange improvements at I-70 and Route K	\$13 - \$15
SL	Highway	D	Construct the Great Streets project on Route D from Pennsylvania to Sutter	\$14 - \$16
SL	Highway	61	Corridor improvements on Route 61 from Lincoln Co. to I-70	\$15 - \$20
SL	Highway	64	Interchange improvements at 22nd St. and capacity improvements on 22nd St.	\$15 - \$20
SL	Highway	270	Operational and safety improvements on I-270 from I-44 to Route 30	\$15 - \$20
SL	Highway	70	Fix the reverse curve on I-70 at Wentzville under the RR to improve safety	\$15 - \$25
SL	Highway	55	Rehabilitate the Third Street viaducts	\$18 - \$20
SL	Highway	P	Construct safety improvements on Route P from Route M to US 61	\$20 - \$22
SL	Highway	T	Construct safety improvements on Route T from I-70 to Route TT	\$20 - \$22
SL	Highway	44	Corridor improvements from Route 141 to I-270	\$20 - \$25

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Highway	64	Rehabilitate the Vandeventer viaduct on I-64	\$20 - \$25
SL	Highway	64	Upgrade interchange and accommodate bike/pedestrians at Route 340	\$20 - \$30
SL	Highway	55	Construct new bridges over the River Des Peres from Carondelet to Germani	\$23 - \$25
SL	Highway	64	Reconstruct the 6th St. ramp and add an I-64 through lane	\$24 - \$28
SL	Highway	64	Improve interchange and Long Rd. consistent with the Chesterfield Valley Master Plan	\$25 - \$30
SL	Highway	70	Interchange improvements at I-270	\$25 - \$30
SL	Highway	370	Corridor improvements	\$25 - \$30
SL	Highway	Various	Safety improvements, including adding shoulders	\$25 - \$30
SL	Highway	44	Corridor improvements from Shawneetown Ford Rd and Route O, including interchange improvements at US 50	\$25 - \$50
SL	Highway	100	Construct shoulders on MO 100 in Gasconade County to Route KK	\$28 - \$30
SL	Highway	64	Capacity Improvements from I-70 to Route K	\$30 - \$35
SL	Highway	H	Upgrade Route H (Riverview) to parkway from I-270 to Hall St.	\$30 - \$35
SL	Highway	67	Improve the I-55 and US 67 interchange and the US 67 northbound ramp where it connects to I-55 for better access	\$35 - \$45
SL	Highway	70	Improve the on and off ramps at I-70 and Cave Springs Rd. to relieve congestion	\$35 - \$50
SL	Highway	70	Corridor and interchange improvements from T.R. Hughes Blvd. to Route K	\$40 - \$45
SL	Highway	44	New interchange at I-44 east of Shrewsbury (South County Connector)	\$45 - \$55
SL	Highway	44	Corridor improvements between MO 141 and I-270	\$50 - \$60
SL	Highway	270	Construct an exit at I-270 and Clayton Rd. to improve traffic flow and alleviate congestion	\$60 - \$100
SL	Highway	70	Corridor improvements from Route Z to Route T	\$60 - \$70

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Highway	64/270	Rebuild the I-64/I-270 interchange to alleviate congestion	\$60 - \$80
SL	Highway	David Hoekel Parkway	Construct David Hoekel Parkway from Route 61 to I-70	\$65 - \$75
SL	Highway	44/55	Improve I-44 and I-55 Interchange with a new lane from I-44 west to I-55 south	\$75 - \$80
SL	Highway	55	Construct six-lanes on I-55 from Pevely to Fetus	\$75-\$90
SL	Highway	47	Corridor and safety improvements from Steutermann Rd to I-44 at Union	\$85 - \$100
SL	Highway	340	Construct the Baxter Rd. interchange on MO 340	\$90 - \$95
SL	Highway	100	Construct a new interchange on MO 100 at Gray Summit	\$90 - \$100
SL	Highway	Various	Keep minor roads in good condition	\$90-\$110
SL	Highway	W	Construct safety and operational improvements on Route W from MO 30 to I-44	\$100 - \$110
SL	Highway	Baxter	New interchange at I-64 and extend Baxter Rd. from Route 141 to I-64	\$100 - \$120
SL	Highway	70	Corridor improvements on I-70 from I-64 to the Missouri River (near MO 94)	\$100 - \$130
SL	Highway	109	Upgrade MO 109 to an outer loop system	\$100 - \$150
SL	Highway	100	Construct additional lanes on MO 100 from Route T to Route OO	\$105 - \$110
SL	Highway	21	Construct four-laning of MO 21 from Hillsboro to DeSoto	\$115 - \$150
SL	Highway	79	Add lanes on MO 79 from the Salt River to Lincoln County	\$118 - \$120
SL	Highway	170	Interchange and mainline operational efficiency improvements from Route D to I-64	\$120 - \$130
SL	Highway	270	Replace the Chain of Rocks bridge over the Mississippi River. This is a 50/50 cost split with Illinois.	\$140 - \$150
SL	Highway	55	Interchange and corridor improvements on I-55 from Route Z (Pevely) to Route 67, including the Rte 55/67 interchange	\$150 - \$200
SL	Highway	44	Corridor and interchange improvements (includes replacing Meramec River bridge)	\$160 - \$175

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Highway	Various	Keep Interstate bridges in good condition	\$160 - \$190
SL	Highway	44	Add a third lane on I-44 (Washington to Sullivan)	\$160 - \$270
SL	Highway	70	Corridor improvements from I-170/Hanley Rd. to I-270	\$175 - \$185
SL	Highway	Various	Keep bridges (non-interstate, $\pm$ 1,000 ft.) in good condition	\$290-\$350
SL	Highway	270	Corridor and operational improvements to address safety and mobility from McDonnell Blvd to MO 367. Includes adding capacity, improving interchanges, outer roads and access for transit users, bicycles and pedestrians.	\$300 - \$350
SL	Highway	44/100	Construct direct ramps from I-44 to MO 100 along I-270 to take traffic off I-270 mainline	\$300 - \$350
SL	Highway	70	Build auxiliary lanes from entrance ramps to exit ramps in St. Louis City and County	\$300 - \$350
SL	Highway	Various	Keep major roads (non-interstate) in good condition	\$400 - \$430
SL	Highway	Various	Keep Interstate pavements in good condition	\$450 - \$540
SL	Highway	270	Construct additional lanes on I-270 from US 67 to the Missouri River, MO 100 to I-64 and I-44 to MO 30	\$500 - \$700
SL	Highway	67/Lindbergh	Add capacity and access improvements on US 67/Lindbergh Blvd.	\$540 - \$675
SL	Highway	70	Construct a loop from Festus to Washington to I-70 to bypass St. Louis	\$550 - \$650
SL	Highway	170	Extend I-170 to I-44	\$1000 - \$1500
SL	Highway	270	Construct dedicated carpool lanes on I-270, including 12 miles of I-64	\$1000 - \$1500
SL	Highway	55	Change speed limits on I-55 to 75 mph	Policy Request
SL	Highway	79	Improve the signal timing on MO 79 and Main St. in O'Fallon	Policy Request
SL	Highway	115	Improve the MO 115 corridor to provide better freight and auto movements and enhance bike/ped movements	Policy Request
SL	Highway	180	Improve the MO 180 corridor to provide better freight and auto movements and enhance bike/ped movements	Policy Request

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Highway	340	Improve the MO 340 corridor to provide better freight and auto movements and enhance bike/ped movements	Policy Request
SL	Highway	Bridge	Construct more Mississippi River crossings between St. Louis and Cape Girardeau to Illinois	Policy Request
SL	Highway	D	Improve the Route D corridor to provide better freight and auto movements and enhance bike/ped movements	Policy Request
SL	Highway	Highway	Raise the risers on manhole covers after resurfacing to reduce bumps.	Policy Request
SL	Highway	Highway	Traffic study is needed to determine how frequently lane changes affect traffic flow on congested roadways.	Policy Request
SL	Highway	70	Convert I-70 from the new Mississippi River bridge to I-64 to a boulevard. Would help access for pedestrians to the Arch and other areas downtown and allow for new development opportunities.	Unknown
SL	Highway	100	Expand MO 100 from Kirkwood to MO 141	Unknown
SL	Highway	270/170	Construct more lanes at the I-270 and I-170 interchange	Unknown
SL	Highway	47	Install stop light at Highway 47 and AD Schurthart Road intersection between Union and St. Clair in Franklin County	\$ .3 - \$ .5
SL	Highway	Antire Road	Add entrance on Antire Road and Commuter lot pothole in St. Louis	\$ .5 - \$ .75
SL	Highway	67	ITS and safety system upgrades at the Lindbergh (Rt. 67) Tunnel at Lambert-St. Louis International Airport	\$1.5 - \$2
SL	Highway	Chouteau Greenway	Chouteau Greenway in St. Louis City	\$2 - \$3
SL	Highway	44/55	Upgrade entrance and exit ramps at Gravois and Tucker (12th St.) in St. Louis City	\$10 - \$12
SL	Highway	170	Construct new interchange at I-170 and Scudder, improvements at North Hanley Rd. in St. Louis County	\$25 - \$28
SL	Highway	100	Improve safety and capacity at Baxter/Sulphur Spring Road, Brentwood Blvd., Big Bend Blvd., Hanley Road in St. Louis	\$180 - \$200
SL	Highway	141	Intersection improvements needed in Jefferson County	\$ .3 - \$ .5

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Highway	141	Add traffic light at 141 and Ridgewood School Road in Jefferson County	\$.3 - \$.5
SL	Highway	70	Interchange improvements at Route A in St. Charles	\$.5 - \$3
SL	Highway	70	Redesign the westbound 70 off ramp at North Broadway (Exit 246A) to align with Carrie Avenue in St. Louis City	\$.75 - \$1
SL	Highway	Butler Hill /Lemay Ferry Road	Extend acceleration lane further south on LeMay in Jefferson County	\$1 - \$2
SL	Highway	370	Interchange improvements providing a full interchange at Salt River Road/Spencer Road interchange in St. Charles County	\$10 - \$13
SL	Highway	70	Include two other bridges to connect Woodson and Ashby Roads directly to Lambert	\$10 - \$15
SL	Highway	70 and Airflight Drive	Improve I-70 intersection at Airflight Drive (the main airport entry at Terminal 1) in St. Louis City	\$10 - \$15
SL	Highway	P	Upgrade to divided 4 lane highway US 61 to MO D in St. Charles County	\$100 - \$125
SL	Highway	70	Corridor and interchange access and capacity improvements from 5th Street to Fairgrounds Road in St. Charles	\$12 - \$20
SL	Highway	N	This project includes Route N to expressway from I-64 to I-70 in St. Charles	\$125 - \$175
SL	Highway	70	Add capacity on I-70 between Foristell to Wentzville Parkway in St. Charles	\$15 - \$20
SL	Highway	W	Reconstruct to 2 to 3 lanes from I-70 to US 61 in St. Charles County	\$15-\$20
SL	Highway	94	Upgrade to freeway I-70 to Route 364 in St. Charles County	\$150 - \$175
SL	Highway	MM	Convert Highway MM in Jefferson County to a 4-lane expressway in Jefferson County	\$180 - \$200
SL	Highway	364	Construct a new interchange at Gutermuth Road in St. Charles	\$2 - \$5
SL	Highway	DD	Reconstruct to a 3 to 5 lane road - Diehr Road to I-64 in St. Charles County	\$20 - \$25
SL	Highway	67	At US 67 at NS Railroad bridge near Lambert Field, replace RR bridge, providing for future expansion of Lindbergh to 8 lanes w/bike lanes and walkway in St.	\$20 - \$30

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
			Louis	
SL	Highway	94	Upgrade to freeway from I-64 to Route N in St. Charles County	\$200 - \$225
SL	Highway	70	Corridor and interchange access improvements from TR Hughes to Bryan Road in St. Charles	\$22 - \$28
SL	Highway	70	Corridor and interchange access and capacity improvements from Fairgrounds Road to Cave Springs in St. Charles	\$25 - \$30
SL	Highway	94	Reconstruct to a shared 4-lane from Route 47 to I-64 in St. Charles County	Unknown
SL	Highway	70	Complete the auxiliary lanes between Exit 232 and 234 in St. Louis	\$3 - \$5
SL	Highway	70	Construct interchange between Wentzville Parkway on Foristell exits (David Hoekel Parkway) in St. Charles County	\$30 - \$40
SL	Highway	70	Improve the Foristell interchange (Route T and Route W) in St. Charles	\$30 - \$40
SL	Highway	Natural Bridge Road	Relocate Natural Bridge Road to meet St. Charles Rock Road on the other side of I-270 with a split diamond interchange in St. Louis	\$30 - \$50
SL	Highway	Lettered and Numbered Routes	Capacity improvement based on anticipated growth in various areas of rural St. Charles County	\$30 - \$60
SL	Highway	70	Implement I-70 Corridor study Interchange Improvements in St. Louis County.	Unknown
SL	Highway	Page Ave	Rebuild Route D/Page Ave in St. Louis City and County as a 4 and 6 lane urban parkway from I-270 to I-70 in downtown St. Louis	\$300 - \$500
SL	Highway	70	Add capacity on I-70 between Route K and I-64/US 61 in St. Charles	\$35 - \$50
SL	Highway	D	Reconstruct to a shared 4-lane from Route Z to Route 94 in St. Charles County	\$35-\$50
SL	Highway	44/55	Remake the I-44/I-55 interchange, coordinate lane configuration with the Poplar Street Interchange in minimize weaving between them. Extend Truman Rd through the interchange to connect to Gravois in St. Louis	\$40 - \$60



## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Highway	180	Route 180 - Roadbed, capacity, transit, bicycle, and walkway improvements from west of Earth City Expressway in Bridgeton to Route D in St. Louis.	Unknown
SL	Highway	70/Natural Bridge	Extend Natural Bridge Rd in St Louis from east end eastward to I-70 with new/reconfigured interchange in St. Louis	\$45 - \$75
SL	Highway	364	Convert the Muegge Road overpass to an interchange to provide access from Highway 94 in St. Charles	\$5 - \$10
SL	Highway	370	Construct additional ramps and collector - distributor roads to provide access from 5th Street to Route 370/Hwy 94	\$5 - \$10
SL	Highway	70	Interchange improvements at Wentzville Parkway in St. Charles	\$5 - \$12
SL	Highway	70	Interchange improvements at Lake St. Louis Boulevard in St. Charles	\$5 - \$12
SL	Highway	270, Gist Road and Woodford Way	Provide access to airport properties from I-270 at Gist Road or Woodford Way in St. Louis City	\$5 - \$10
SL	Highway	64/44	Build connecting ramps between I-64 and I-44 at/near Hampton and/or Kingshighway in St. Louis	Unknown
SL	Highway	364	Various Ramp and interchange improvements in St. Charles County	Unknown
SL	Highway	61	Upgrade to interstate Route A to Lincoln County, St. Charles County	\$75 - \$80
SL	Highway	364	Construct u-turns ramps at Heritage Crossing, Harvester Road, Central School Road, and Mid Rivers Mall Drive and ramp improvements near Heritage Crossing in St. Charles	\$8 - \$10
SL	Highway	94	Intersection improvements at Westwood Dr., Wolfrum Rd., O'Fallon Rd., Beckman Dr. and Siedentop Rd. Construct new interchange at Motherhead Rd. in St. Charles	\$8 - \$12
SL	Highway	64	Connect 9th Street exit ramp to 10th Street entrance ramp in St. Louis City	\$8 - \$8.5
SL	Highway	70	Consider collector/distributor system, or one-way frontage roads, with Texas U-turns and reconfigured interchanges on I-70 from Exit 234 to Exit 238 in St. Louis	Unknown

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Highway	70	Reconstruct the I-64/I-70/US 61 interchange and add capacity from Wentzville Parkway to I-64 in St. Charles	\$80 - \$100
SL	Highway	Konert Road/Hwy 21	Safety improvements needed in Jefferson County	Jefferson County
SL	Highway	Vogel Road/Miller Road	Make the left turn a left-turn yield instead of red in Jefferson County	Policy request
SL	Highway	70	Eliminate ramp to westbound I-70 at Lambert International Blvd., west of Terminal 1 in St. Louis City	Policy request
SL	Highway	170 and Scudder Road	Consider closure of Scudder Road exit at I-170. Would help with realignment of McDonnell Blvd., among other things in St. Louis City	Policy request
SL	Highway	70, 270 and 170.	Wayfinding signage on Interstates to the Airport study in St. Louis City	Policy request
SL	Highway	47	Improve Highway 47 in Franklin County	\$3 - \$5
SL	Highway	70	Extend I-70 along US 67 to south of Route 180, with a bridge at Lone Eagle Drive in St. Louis	Unknown
SL	Highway	170	Rebuild the Route 67 and the I-170 interchanges and improve the connections to the King Bridge in St. Louis	Unknown
SL/Local	Highway	Kingshighway	Improve striping on Kingshighway - it is difficult to see during wet weather	City of St. Louis
SL/Local	Highway	Highway	Pick 500 - 1000' of challenging city streets to rebuild from the utilities up - learn what it takes for several jurisdictions and utilities to work together - this would eliminate utility companies coming in a year or two later and working on the same roadway	St. Louis City
SL/Local	Highway	Kingshighway	Resurface/Repair Kingshighway south of US 40 where the pavement is bumpy	St. Louis City
SL/Local	Highway	141	Extend MO 141 along Aubuchon Rd. north through the Missouri River bottoms	St. Louis County
SL/Local	Highway	Meramec Bottom	Widen Meramec Bottom Rd. to include a bike lane between MO 21 (Tesson Ferry) south to Telegraph Rd.	St. Louis County
SL/Local	Highway	Ringer	Replace Bridge 520 in St. Louis County	St. Louis City
SL/Local	Highway	Columbia Bottom	Replace Bridge 127 in St. Louis County	St. Louis City

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL/Local	Highway	Hudson	Replace Bridge 139-C in St. Louis County	St. Louis City
SL/Local	Highway	Gratiot	Gratiot connection to Chouteau's Landing; realignment of Gratiot at 4th Street in St. Louis City	St. Louis City
SL/Local	Highway	Antire	Replace Bridge 437 in St. Louis County	St. Louis City
SL/Local	Highway	Greenwood	Replace Bridge 424 superstructure, add sidewalk on one side in St. Louis County	St. Louis City
SL/Local	Highway	Railroad/Pacific	Replace Bridge 428 superstructure, sidewalk on one side in St. Louis County	St. Louis City
SL/Local	Highway	Grand Ave.	Grand Ave over Forest Park Pkwy - Maintenance in St. Louis City	St. Louis City
SL/Local	Highway	Hampton Ave.	Hampton over River Des Peres - Maintenance in St. Louis City	St. Louis City
SL/Local	Highway	Kingshighway	Kingshighway over TRRA - Maintenance in St. Louis City	St. Louis City
SL/Local	Highway	Poplar	Poplar Street connection at 9th and 11th Streets in St Louis City	St. Louis City
SL/Local	Highway	River Des Peres	River Des Peres Dr. over Chippewa St. - Maintenance in St. Louis City	St. Louis City
SL/Local	Highway	Big Bend	Replace Bridge 362, add sidewalks in St. Louis County	St. Louis City
SL/Local	Highway	Biddle Street	Biddle Street Road Diet from I-70 to Leonor K. Sullivan in St. Louis City	St. Louis City
SL/Local	Highway	Ticket Dr. (Lambert)	Ticket Drive over Baggage Claim Dr - Repl. Deck in St. Louis City	St. Louis City
SL/Local	Highway	3rd Street/Memorial Drive	Northbound 3rd S Street/Memorial Drive Improvements in St. Louis City	St. Louis City
SL/Local	Highway	Lambert International (Airflight Drive)	Lambert International over Airflight Drive - Replacement in St. Louis City	St. Louis City
SL/Local	Highway	Poplar	Poplar Street Realignment to better align Poplar Street with WB I-64 entrance ramp on Broadway in St. Louis City	St. Louis City
SL/Local	Highway	Big Bend	Intersection improvements at Geyer Rd. in St. Louis County	St. Louis City
SL/Local	Highway	Big Bend Boulevard	Intersection improvements at Couch Ave. in St. Louis County	St. Louis City

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL/Local	Highway	Big Bend Boulevard	Intersection improvements at Berry Rd. in St. Louis County	St. Louis City
SL/Local	Highway	Big Bend Boulevard	Intersection improvements at Rock Hill Rd. in St. Louis County	St. Louis City
SL/Local	Highway	Big Bend Road	Intersection improvements at Sulphur Spring Rd.	St. Louis City
SL/Local	Highway	Brentwood Boulevard	Intersection improvements at Manchester Rd. in St. Louis County	St. Louis City
SL/Local	Highway	Mackenzie Road	Intersection improvements at Reavis Rd. in St. Louis County	St. Louis City
SL/Local	Highway	Northwest Parkway - Phase 2	Conduct corridor study, develop improved arterial connections from Shackelford Road to Highway 367 in St. Louis County	St. Louis City
SL/Local	Highway	Reavis Barracks Road	Intersection improvements at Green Park Rd. in St. Louis County	St. Louis City
SL/Local	Highway	Vance	Replace Bridge 368 in St. Louis County	St. Louis City
SL/Local	Highway	West Port Plaza Drive	Intersection improvements at Progress Parkway in St. Louis County	St. Louis City
SL/Local	Highway	Wyncrest	Replace Bridge 266, add sidewalks in St. Louis County	St. Louis City
SL/Local	Highway	Spruce Street	Spruce Street improvements from 8th to Tucker in St. Louis City	St. Louis City
SL/Local	Highway	Adams Avenue	Intersection improvements at North Taylor in St. Louis County	St. Louis City
SL/Local	Highway	Adams Avenue	Intersection improvements at North Woodlawn Ave. in St. Louis County	St. Louis City
SL/Local	Highway	Adams Avenue	Intersection improvements at Geyer Rd. in St. Louis County	St. Louis City
SL/Local	Highway	Big Bend Boulevard	Intersection improvements at Murdoch Rd. in St. Louis County	St. Louis City
SL/Local	Highway	Conway Road at Mason Road	Traffic control improvements between offset intersections with Mason Rd. in St. Louis County	St. Louis City
SL/Local	Highway	Heintz	Replace Bridge 513, add sidewalks in St. Louis County	St. Louis City
SL/Local	Highway	Dielman Road	Improve to a 3-lane section between Olive Blvd. and Napoleon Ct. in St. Louis County	St. Louis City
SL/Local	Highway	J.S. McDonnell	Replace Bridge 164 in St. Louis County	St. Louis City

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL/Local	Highway	Natural Bridge	Better coordinate MoDOT signalized intersections with airport signals on Natural Bridge west of the Airport's right-of-way in St. Louis City	St. Louis City
SL/Local	Highway	Big Bend Road	Improve to a 3 lane section between Geyer Rd. and Lindbergh Blvd. in St. Louis County	St. Louis City
SL/Local	Highway	Berry Road	Improve to a 3 lane section with sidewalk between I-44 and Lockwood Blvd. in St. Louis County	St. Louis City
SL/Local	Highway	Butler Hill Road	Improve to 5 lane section from I-55 to Kerth Rd. in St. Louis County	St. Louis City
SL/Local	Highway	Creve Coeur Mill Road	Improvements from Rose Acres Dr. to McKelvey Rd. in St. Louis County	St. Louis City
SL/Local	Highway	Clark Street	Clark Street Road Diet from Busch Stadium to Tucker in St. Louis County	St. Louis City
SL/Local	Highway	Big Bend Road	Improve to a 3 lane section with bike/ped facilities from Marshall Rd. to Couch Ave. in St. Louis County	St. Louis City
SL/Local	Highway	Ashby	Replace Bridge 261, add sidewalks in St. Louis County	St. Louis City
SL/Local	Highway	E-Terminal (Lambert)	E-Terminal Dr. over Parking Lot Access - Repl. Deck in St. Louis City	St. Louis City
SL/Local	Highway	Reavis Barracks and Green Park Roads	Replace Bridges 408 & 409, add sidewalk in St. Louis County	St. Louis City
SL/Local	Highway	Big Bend Boulevard	Add turn lanes between Clayton Rd. and Forest Park Parkway in St. Louis County	St. Louis City
SL/Local	Highway	Tucker	Tucker Streetscape improvements from Washington Avenue to Chouteau in St. Louis	St. Louis City
SL/Local	Highway	Butler Hill Road	Improve to a 3 lane section with bike lanes between Kerth Rd. and Tesson Ferry Rd. in St. Louis County	St. Louis City
SL/Local	Highway	Milburn Avenue	Add left turn lanes and bike lanes between Ringer Road and Old Baumgartner in St. Louis County	St. Louis City
SL/Local	Highway	Bellefontaine Road	Improve to a 3 lane section with bike lanes between Chambers Rd. and I-270 in St. Louis County	St. Louis City
SL/Local	Highway	Midland Boulevard	Construct roundabouts, road diet, bump-outs, pavement rehabilitation and improved bicycle and pedestrian facilities in St. Louis County	St. Louis City

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL/Local	Highway	Old State Road	Add lanes and bike/ped facilities between Pierside and Old State Spur (Old Fairway) in St. Louis County	St. Louis City
SL/Local	Highway	Olive Road Extension	Extend relocated Olive Street Road from Chesterfield Airport Rd. to Spirit of St. Louis Blvd. opposite the east I-64 on-ramp in St. Louis County	St. Louis City
SL/Local	Highway	Becker Road	Improve to a 3 lane section with bike lanes between Telegraph Road and Fine Rd. in St. Louis County	St. Louis City
SL/Local	Highway	Charbonier Road from Shackelford to Lindbergh	Improvements to facilitate multimodal traffic flow and access to Lindbergh Boulevard, Shackelford Road and Northwest Parkway, including a roundabout at Paul Ave. in St. Louis County	St. Louis City
SL/Local	Highway	Hillsboro Road	Vertical and horizontal roadway re-alignment, shoulder construction in St. Louis County	St. Louis City
SL/Local	Highway	North Outer 40	Extend North Outer 40 from its terminus in Chesterfield Valley east to Chesterfield Parkway West in St. Louis County	St. Louis City
SL/Local	Highway	Various	Implement ITS improvements County wide to improve congestion management in St. Louis County	St. Louis City
SL/Local	Highway	Baxter Road	Extend Baxter Road to include an overpass at I-64 and terminating at the North Outer 40 Road in St. Louis County	St. Louis City
SL/Local	Highway	Laclede Station Road Corridor	Miscellaneous improvements to facilitate traffic flow, improve the I-44 interchange, accommodate bicycles and pedestrians in St. Louis County	St. Louis City
SL/Local	Highway	Mason Road	Roadway improvements, intersection realignments, roundabouts, pedestrian and bicycle accommodations in St. Louis County	St. Louis City
SL/Local	Highway	Chrysler Redevelopment - Fenton Area	Improved access from I-44 at Maraz/Bowles, Hizert Road improvements, improved access to Highway 141 in St. Louis County	St. Louis City
SL/Local	Highway	I-55/River Des Peres/Weber Road Improvements	Construct coupler bridges over River Des Peres for full access at Germania and River Des Peres Boulevard in St. Louis	St. Louis City
SL/Local	Highway	Eatherton Road	Relocate Eatherton Road from Rte. 109 to connect to Olive Street Road. Construct overpass over existing railroad tracks in St.	St. Louis City

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
			Louis County	
SL/Local	Highway	Northwest Parkway - Phase 1	Construct access, flood reduction and safety improvements from Highway 141 at Highway 370 to Shackelford Road in St. Louis	St. Louis City
SL/Local	Highway	Stabilize Road and Bridge Fund.	Road and bridge preservation funding that is indexed to inflation. Distribution of funds shall be based on Pavement Condition Rating and Bridge Rating in St. Louis	St. Louis City
SL/Local	Highway	Laurel St. and Waterman Ave.	Laurel St. & Waterman Av over Metro - Replacement in St. Louis City	St. Louis City
SL/Local	Highway	Sulphur	Sulphur over River Des Peres - Repl. Deck in St. Louis City	St. Louis City
SL/Local	Highway	Lafayette	Lafayette Bridge on Grand Dr. (Forest Park) - Replacement in St. Louis City	St. Louis City
SL/Local	Highway	Kingshighway	Kingshighway over Forest Park Pkwy - Repl. Deck in St. Louis City	St. Louis City
SL/Local	Highway	8th St.	18th St. over Mill Creek - Maintenance in St. Louis City	St. Louis City
SL/Local	Highway	Alabama	Alabama over River Des Peres - Maintenance in St. Louis City	St. Louis City
SL/Local	Highway	Macklind Ave.	Macklind over River Des Peres - Maintenance in St. Louis City	St. Louis City
SL/Local	Highway	Morganford	Morganford over River Des Peres - Maintenance in St. Louis City	St. Louis City
SL/Local	Highway	S. Kingshighway	S. Kingshighway over Forest Park Pkwy - Maintenance in St. Louis City	St. Louis City
SL/Local	Highway	Sublette	Sublette over River Des Peres - Maintenance in St. Louis City	St. Louis City
SL/Local	Highway	Tower Grove	Tower Grove over BNSF Railroad - Maintenance in St. Louis City	St. Louis City
SL/Local	Highway	Vandeventer	Vandeventer over BNSF Railroad - Maintenance in St. Louis City	St. Louis City
SL/Local	Highway	Banshee Road	Re-pave Banshee Road north of Missouri Bottom Road that include intersection improvements at Mo Bottom Road in St. Louis City	\$1 - \$1.25
SL/Local	Highway	Chippewa Ave.	Chippewa Av. Underpass - Replacement in St. Louis City	St. Louis City



## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL/Local	Highway	Gravois	Gravois Av Underpass - Replacement in St. Louis City	St. Louis City
SL/Local	Highway	Southwest/Columbia	Southwest/Columbia Bridge Over Union Pacific Railroad - Replacement in St. Louis City	St. Louis City
SL/Local	Highway	Lindell/Union	Lindell/Union Over Metro and Forest Park Pkwy - Replacement in St. Louis City	St. Louis City
SL/Local	Highway	Controller upgrades- Ether net runs, N Kingshighway, S Grand, Watson	Traffic upgrades in St. Louis City	St. Louis City
SL/Local	Highway	Vandeventer, Kingshighway to Forest Park	Traffic upgrades in St. Louis City	St. Louis City
SL/Local	Highway	Union and Lindell	Intersection improvements, safety enhancements in St. Louis City	St. Louis City
SL/Local	Highway	Union - Lindell to Florissant	Resurface and ADA Upgrades in St. Louis City	St. Louis City
SL/Local	Highway	14th St.	14th St over Mill Creek - Replacement in St. Louis City	St. Louis City
SL/Local	Highway	Tucker	Tucker over Mill Creek - Replacement in St. Louis City	St. Louis City
SL/Local	Highway	Holly Hills	Holly Hills Over Union Pacific - Replacement in St. Louis City	St. Louis City
SL/Local	Highway	Halls Ferry	Halls ferry circle reconstruction in St. Louis City	St. Louis City
SL/Local	Highway	Vandeventer - Kingshighway to Kossuth	Resurface and ADA Upgrades in St. Louis City	St. Louis City
SL/Local	Highway	Forest Park Parkway	Forest Park Parkway Bridge Over Metro - Replacement in St. Louis City	St. Louis City
SL/Local	Highway	Grand Ave	Grand Ave (Carondelet Park) over Union Pacific RR - Repl. Deck & Super in St. Louis City	St. Louis City
SL/Local	Highway	DeBaliviere	DeBaliviere over Metro - Replacement in St. Louis City	\$5 - \$6
SL/Local	Highway	Grand Drive (Forest Park)	Grand Drive over Forest Park Pkwy - Replacement in St. Louis City	\$5 - \$6
SL/Local	Highway	Gravois, City limits to tucker	Complete streets implementation along with MODOT resurfacing project in St. Louis City	\$5 - \$6

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL/Local	Highway	Hamilton	Hamilton Over Metro - Replacement in St. Louis City	\$5 - \$6
SL/Local	Highway	Hampton/Germaina - Gravois to Oakland	Resurface and ADA Upgrades in St. Louis City	\$5.8 - \$6.5
SL/Local	Highway	Grand and Forest Park	Intersection improvements, safety enhancements in St. Louis City	St. Louis City
SL/Local	Highway	Compton	Compton Bridge Deck Replacement Over Mill Creek - Repl. Deck in St. Louis City	St. Louis City
SL/Local	Highway	Grand - Steins to Hall	Resurface and ADA Upgrades in St. Louis City	St. Louis City
SL/Local	Highway	Grand Drive (Forest Park)	Grand Drive (Forest Park) Over Metro and Forest Park Pkwy - Replacement in St. Louis City	St. Louis City
SL/Local	Highway	Columbia Bottom	Take over/improve Columbia Bottom Rd and replace bridge over Coal Bank Creek to provide improved access to Columbia Bottoms Conservation Area in St. Louis	Policy request
SL/Local	Highway	14th	14th Street improvements from GRG Trestle at Hadley and 11th to Chouteau in St. Louis	St. Louis City
SL/Local	Highway	Central Business District	Central Business District Streetscape improvements incorporating bike facilities, pedestrian enhancements, new pavement, signals in St. Louis	St. Louis City
SL/Local	Highway	Compton	Compton viaduct replacement; Market Street to Chouteau in St. Louis	St. Louis City
SL/Local	Highway	Goodfellow	Goodfellow corridor streetscape improvements from I-70 to Natural Bridge in St. Louis	St. Louis City
SL/Local	Highway	Salisbury/Parnell/Jefferson/S. Broadway	Improvements needed on Salisbury/Parnell/Jefferson/S. Broadway and keep this road open and usable for disaster relief in St. Louis	St. Louis City
SL/Local	Highway	Vandeventer	Vandeventer corridor improvements from Forest Park Parkway to I-44 in St. Louis	St. Louis City
SL/Local	Highway	Washington Ave.	Pedestrian connection along north side of Eads Bridge from Memorial to 2nd Street in St. Louis	St. Louis City
SL	Rail	Rail	Create state rail asset management program to help fund industrial rail infrastructure	\$2 - \$2.5

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Rail	Rail	Construct new track from N. Market to Biddle St. to better accommodate MO River Runner trains	\$6 - \$7
SL	Rail	Rail	Construct a new Mississippi Rail Bridge	\$150 - \$200
SL	Rail	Rail	Improve Merchants Rail Bridge	\$150-\$180
SL	Rail	MacArthur Bridge	Expand capacity with sister span for two new tracks, one for Amtrak High Speed Rail, the other for freight, Mississippi River rail crossing, Mac Arthur Bridge in St. Louis	Unknown
SL	Rail	Inter-Modal Freight Facilities	Develop state of the art intermodal freight facility capable of handling current and projected train set sizes, with access to port terminal facilities in St. Louis	Unknown
SL/Local	Rail	Gravois	Reconstruct rail overpass and add pedestrian path east/west on Gravois between Meramec and Bingham in St. Louis City	St. Louis City
SL	Transit	44	Improve transit connections	\$5 - \$15
SL	Transit	Transit	Build additional transit centers throughout St. Louis County and St. Louis City	\$10 - \$15 each
SL	Transit	64	Build bus rapid transit (BRT) lines on corridors such as I-64	\$30 - \$50
SL	Transit	70	Build bus rapid transit (BRT) lines on corridors such as I-70	\$30 - \$50
SL	Transit	364	Build bus rapid transit (BRT) lines on corridors such as Page Ave.	\$30 - \$50
SL	Transit	West Florissant	Build bus rapid transit (BRT) lines on corridors such as West Florissant Rd.	\$30 - \$50
SL	Transit	Transit	Add streetcars particularly in downtown St. Louis for transportation purposes and tourism, add 7+ mile streetcar line to Central West End	\$220 - \$270
SL	Transit	Transit	Construct a Northside - Florissant Valley Metrolink extension at approximately \$60 - \$90M/mile (including operating costs)	\$800 - \$1000
SL	Transit	Transit	Construct the Southside - South County Metrolink extension at approximately \$60 - \$90M/mile (including operating costs)	\$800 - \$1000
SL	Transit	64	Relocate the westbound Daniel Boone bridge spanning the Missouri River on I-64 down river, creating a river crossing for Metrolink (light rail) expansion connection St. Louis and St. Charles counties. (\$60 -	Unknown

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
			\$90M per mile)	
SL	Transit	Carpool	Make carpooling and carpool lanes a priority	Policy Request
SL	Transit	Transit	Provide subsidies for low-income people to use transit	Policy Request
SL	Transit	Transit	Replace aging buses and additional operating funds to support user's travel needs for Metro	Unknown
SL	Transit	Arch - Laclede's Landing Station	Arch - Laclede's Landing MetroLink Station improvements to include lighting and aesthetic improvements in St. Louis	\$ .3 - \$ .5
SL	Transit	Stadium Metro Station	Improve Stadium Metro Station in St. Louis	\$ .3 - \$ .4
SL	Transit	Transit	Delmar and Forest Park - Debaliviere MetroLink Station area improvements in St. Louis	\$15 - \$16
SL	Transit	MetroLink North Route at Springdale	MetroLink Springdale Station to serve the NorthPark Area in St. Louis County	\$16 - \$18
SL	Transit	MetroLink Daniel Boone Corridor	Expand MetroLink from Clayton to Westport Plaza area in St. Louis County	\$420 - \$460
SL	Transit	MetroLink Cross County South Extension	Extend the MetroLink Blue Line to terminate in the vicinity of Watson and U.S. 61/67 or Highway 21 at St. Anthony's Medical Center in St. Louis	Unknown
SL	Transit	64	Relocate the westbound Daniel Boone bridge spanning the Missouri River on I-64 down river, creating a river crossing for Metrolink (light rail) expansion connection St. Louis and St. Charles counties	Unknown
SL	Transit	Transit	Metro buses setup as several park and ride stations in the county to transport people into the St. Louis City	\$20,000/per stall
SL	Transit	Transit	St. Louis metro buses to be set up as several park and ride stations in the county that transport people into the city. Then the city buses cover a smaller area, but they do it better. Buses every 15-20 minutes link to more places in the city.	Unknown
SL	Transit	MetroLink North Route	Expand Light Rail Transit from the NorthPark Area to Florissant in St. Louis City	\$780 - \$820
SL/Local	Transit	Transit	Return the Oakville express bus to downtown	Metro

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL/Local	Transit	Downtown Transit Center at 14th Street	Construct multi-level commuter parking lot for Amtrak and Greyhound in St. Louis City	St. Louis City
SL/Local	Transit	Downtown Transit Center at 14th Street	Improve pedestrian crosswalks from Transit Center to 14th St. Clark St., Spruce St. and I-64 on ramp in St. Louis City	St. Louis City
SL/Local	Transit	Cortex Metro Station	Construct New Metro Station to include Bicycle Station for Bicycle Commuters in St. Louis	St. Louis City
SL/Local	Transit	Transit	Expand BRT to include Convention Center and Stadiums in St. Louis City	St. Louis City
SL/Local	Transit	Forest Park	Build extension of Loop Trolley to Zoo, Muny Opera and Art Museum in St. Louis City	St. Louis City
SL/Local	Transit	Downtown	Build Urban Circulator (Streetcar) from Chouteau to Convention Center in St. Louis City	St. Louis City
SL/Local	Transit	Downtown	Build electric automobile kiosks at parking facilities and public spaces in St. Louis City	St. Louis City
SL	Waterways	Waterways	Municipal River Terminal, N Dock. Piling Anchor Tie Head Assemblies and Plate Repairs at St. Louis City Port	\$ .1 - \$.15
SL	Waterways	Waterways	Municipal River Terminal, N Dock. Piling drain system and new grate covers at St. Louis City Port	\$ .1 - \$.15
SL	Waterways	Waterways	Phase 1 Port Development - FY'15 Property Acquisition at Jefferson County Port	\$.5 - \$.6
SL	Waterways	Waterways	Phase 1 Port Development - New Utilities/Upgrade Existing at Jefferson County Port	\$.5 - \$.6
SL	Waterways	Waterways	Municipal River Terminal, N Dock. Sheet Steel Dock Piling Repairs at St. Louis City Port	\$.5 - \$.6
SL	Waterways	Waterways	Branch Street engineering and design	\$.5 - \$1
SL	Waterways	Waterways	North gate grading and drainage	\$.5 - \$1.5
SL	Waterways	Waterways	North dock repairs and demolition of warehouse	\$1 - \$2
SL	Waterways	Waterways	Phase 1 Port Development - FY'15/'16 Rail Spur & Siding Improvements at Jefferson County Port	\$2 - \$2.5
SL	Waterways	Waterways	Phase 1 Port Development - Storage at Jefferson County Port	\$3 - \$3.5

## ST. LOUIS DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SL	Waterways	Waterways	Construct the Jefferson County port dock/transfer/connection to I-55 and RR	\$4 - \$5
SL	Waterways	Waterways	Improvements to River Port to improve local economic activity, including road paving, site work and utility extension	\$45 - \$50
SL	Waterways	Waterways	Improve freight access to St. Louis Mississippi River Port including I-70 Branch Street interchange and roadway connections to the port	\$70 - \$75
SL	Waterway	Municipal River Terminal	Rebuild flood wall gate, Municipal River Terminal: rail access at St. Louis Avenue in St. Louis City	\$.5 - \$.75
SL	Waterway	Municipal River Terminal	Reinforce tie back system, Municipal River Terminal: North Dock in St. Louis City	\$5 - \$6
SL	Waterway	Municipal River Terminal	Rebuild road between North Broadway and the flood wall, Municipal River Terminal: vehicular access at Madison Street in St. Louis City	\$5 - \$6
SL	Waterway	Municipal River Terminal	Rebuild and reconnect to middle dock, Municipal River Terminal: North Deck in St. Louis City	\$10 - \$12
SL/Local	Waterway	St. Louis County Port Facilities	Expand port facilities in St. Louis County to support the Marine Highway System in St. Louis County	Unknown
SL/Local	Waterway	StL Mississippi River Port	Acquire container loading equipment for StL Mississippi River Port in St. Louis City	St. Louis City
SL/Local	Waterway	StL Mississippi River Port	Improve, rehab/re-construct rail connection for StL Mississippi River Port in St. Louis City	St. Louis City
SL/Local	Waterway	River Des Peres	Construct permanent waterway, bike/ped paths from Mississippi to St. Louis Co line connecting greenways in St. Louis City	Policy request

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Aviation	Aviation	Design t-hangar and taxi lanes (10 unit) at Lamar airport	\$.05 - \$.1
SW	Aviation	Aviation	Construct t-hangar and taxi lanes at Monett airport	\$.05 - \$.1
SW	Aviation	Aviation	Design t-hangars and taxi lanes at Aurora airport	\$.1 - \$.2
SW	Aviation	Aviation	Design t-hangar and taxi lanes at Monett airport	\$.25 - \$.35
SW	Aviation	Aviation	Construct t-hangar taxi lanes at Butler airport	\$.3 - \$.35
SW	Aviation	Aviation	Construct fuel storage facilities at Lamar airport	\$.3 - \$.4
SW	Aviation	Aviation	Construct t-hangar at Butler airport	\$.35 - \$.4
SW	Aviation	Aviation	Construct taxi lanes at Nevada airport	\$.35 - \$.45
SW	Aviation	Aviation	Design and construct a t-hangar at Branson West airport	\$.45 - \$.5
SW	Aviation	Aviation	Design and construct 12 unit t-hangar at Lamar airport	\$.5 - \$.6
SW	Aviation	Aviation	Construct t-hangar taxi lanes at Neosho airport	\$.5 - \$.6
SW	Aviation	Aviation	Construct partial parallel taxiway at Lamar Municipal Airport	\$.5 - \$1
SW	Aviation	Aviation	Construct wildlife perimeter fencing at Neosho Hugh Robinson Memorial Airport	\$.5 - \$1
SW	Aviation	Aviation	Apron expansion at Branson West Municipal Airport - Emerson Field	\$.5 - \$1
SW	Aviation	Aviation	Design and construct a new terminal at Aurora airport	\$.6 - \$.7
SW	Aviation	Aviation	Construct 5-hangar and taxi lanes (10 unit) at Lamar airport	\$.6 - \$.7
SW	Aviation	Aviation	Hanger, apron and taxiway expansion at Mt. Vernon Airport	\$.8 - \$1.2
SW	Aviation	Aviation	Construct a hangar at Branson West airport	\$.9 - \$1
SW	Aviation	Aviation	Construct t-hangar at Neosho airport	\$.9 - \$1



### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Aviation	Aviation	Apron pavement maintenance at M. Graham Clark Downtown Airport	\$1 - \$1.5
SW	Aviation	Aviation	Construct box hangar at Neosho airport	\$1 - \$1.5
SW	Aviation	Aviation	Land acquisition and terminal area relocation at Cassville Municipal Airport	\$1 - \$2
SW	Aviation	Aviation	Construct t-hangars and taxi lanes (Phase I) at Aurora airport	\$1.2 - \$1.5
SW	Aviation	Aviation	Construct t-hangars and taxi lanes (Phase II) at Aurora airport	\$1.2 - \$1.5
SW	Aviation	Aviation	Runway reconstruction at Stockton Municipal Airport	\$1.5 - \$2
SW	Aviation	Aviation	Construct full parallel taxiway at Clinton Memorial Airport	\$2 - \$2.5
SW	Aviation	Aviation	Runway 18/36 reconstruction and new connector taxiway at Butler Memorial Airport	\$3 - \$4
SW	Aviation	Aviation	Relocate and extend runway 18/36 and parallel taxiway at Monett Municipal Airport	\$20 - \$25
SW	Bike/Ped	44	Bicycle accommodations on LP44 (Chestnut Expressway) from Grant Ave. to National Ave. in Springfield	\$.003 - \$.01
SW	Bike/Ped	171	Striping and signage Trail crossing for the Ruby Jack Trail on Rt. 171 in Carl Junction.	\$.01 - \$.02
SW	Bike/Ped	JJ	Trail crossing striping and signage for the Ruby Jack Trail on Rt. JJ at Wells St. in Carl Junction	\$.01 - \$.02
SW	Bike/Ped	54	Bicycle accommodations on Rte. 54 from Nevada to El Dorado Springs	\$.01 - \$.03
SW	Bike/Ped	B65	Pedestrian accommodations at Cherry and Glenstone in Springfield.	\$.03 - \$.05
SW	Bike/Ped	171	Pedestrian accommodations at Madison Avenue and Rt. 171 (McArthur Drive) in Webb City	\$.03 - \$.09
SW	Bike/Ped	49	Pedestrian accommodations at the Range Line Road and Newman Road intersection in Joplin	\$.03 - \$.09
SW	Bike/Ped	Various	Development of a bicycle trails and tourism plan for the KBRPC Area	\$.03 - \$.15
SW	Bike/Ped	175	Signage and striping for bicycle accommodations on Gateway Drive from River Road in Joplin to I-49.	\$.06 - \$.13
SW	Bike/Ped	52	Construct shelters along MO 52 for the Katy Trail between Clinton and Windsor	\$.08 - \$.1

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Bike/Ped	54	Pedestrian signal and crossing improvements on Austin Boulevard at Cottey College	\$.08 - \$.13
SW	Bike/Ped	13	Bicycle and pedestrian accommodations at the Grand Street and Kansas Expressway intersection in Springfield	\$.08 - \$.15
SW	Bike/Ped	13	Pedestrian accommodations at the Norton Road intersection in Springfield	\$.08 - \$.15
SW	Bike/Ped	LP49	Pedestrian accommodations at the Madison Avenue and 13th Street intersection in Webb City	\$.08 - \$.2
SW	Bike/Ped	AB	Sidewalk improvements on Rte. AB from Proctor Rd. to New Melville Rd. in Willard	\$.09 - \$.1
SW	Bike/Ped	Business 13	Sidewalk improvements on Business 13 (Truman Road/Lakeshore Drive/Arduser Street) from Boone to Parkview and ADA upgrades from Parkview to Rte. WW	\$.09 - \$.17
SW	Bike/Ped	Z	Sidewalk improvements on Rte. Z from Willard Recreation Center to Stoneridge subdivision in Willard	\$.1 - \$.12
SW	Bike/Ped	13	Sidewalk improvements on Business Rte. 13, Glacier, Goodrich and D Streets in east Osceola	\$.1 - \$.14
SW	Bike/Ped	125	Sidewalks on Main Street in Fair Grove from Hickory St. (School) to Maple Street (limits of downtown)	\$.1 - \$.14
SW	Bike/Ped	E	Sidewalk improvements on Rte. E (Fairview Ave.) from River St. to Fairview Elementary in Carthage	\$.1 - \$.14
SW	Bike/Ped	175	Signage and striping for bicycle accommodations on Gateway Drive from I-49 to Harmony Street in Neosho	\$.1 - \$.2
SW	Bike/Ped	BB	Sidewalk improvements on Meadow Street from Rt. 413 (Commercial St) to Short St. in Crane	\$.1 - \$.2
SW	Bike/Ped	Bike/Ped	Connect bicycle/pedestrian path gap on the Ward Branch Greenway in Springfield	\$.1 - \$.2
SW	Bike/Ped	Various	Sidewalk improvements on Front Street and Locust Street from Rte. 76 to Exeter School	\$.1 - \$.2
SW	Bike/Ped	32	Sidewalk improvements from Rt. P to Halfway School in Halfway	\$.1 - \$.3
SW	Bike/Ped	32	Sidewalk improvements from Ash Street to Brier Street in Fair Play	\$.1 - \$.3
SW	Bike/Ped	Ward Branch Greenway	Development of Ward Branch Greenway from Monastery Ln. at Kimbrough Ave to Cardinal St. at Holland Ave. in Springfield	\$.1 - \$.3
SW	Bike/Ped	14	Pedestrian crossing on Rte. 14 (Jackson St.) west of 3rd St. in Ozark	\$.1 - \$.5

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Bike/Ped	39	Sidewalk improvements from 7th Street to Rt. DD (Adamson Street) in Miller	\$.13 - \$.3
SW	Bike/Ped	39	Sidewalk improvements on Bus. 39 (Main Street) from Rte. 174 to North Street in Mt. Vernon	\$.14 - \$.28
SW	Bike/Ped	V/J	Pedestrian accommodations on Rtes. V and J in Diamond	\$.16 - \$.2
SW	Bike/Ped	39	Bicycle accommodations on South Street from Rt. 32 to Rt. RB.	\$.2 - \$.25
SW	Bike/Ped	39	Sidewalk improvements on Olive St. (Rte. 39) from Lewis Shaw Ave. to Elliot Ave. in Aurora.	\$.2 - \$.3
SW	Bike/Ped	413	Sidewalk improvements on Rt. 413 and Pirate Lane through Crane	\$.2 - \$.3
SW	Bike/Ped	O	Sidewalk improvements on Kime St. from Miller Rd. to Willard East School in Willard	\$.2 - \$.3
SW	Bike/Ped	P	Sidewalk improvements on Rte. P (Main St.) from Rte. 60 to Grace St. in Republic	\$.2 - \$.3
SW	Bike/Ped	44	Pedestrian accommodations at various intersections on Range Line in Joplin	\$.2 - \$.4
SW	Bike/Ped	52	Sidewalk improvements from Fran Ave. to Orange Street in Butler	\$.2 - \$.4
SW	Bike/Ped	76	Sidewalk improvements on Harbor Street and Main Street from Yocum Pond Road to Rt. 413 in Reeds Spring	\$.2 - \$.4
SW	Bike/Ped	160/South	Sidewalk improvements and upgrades on South Street from West Street to Main Street and Bicycle and Pedestrian accommodations at the South Street intersection in Nixa	\$.2 - \$.4
SW	Bike/Ped	49 OR	Bicycle accommodations to the west outer road from Rebel Road to Rt. E	\$.2 - \$.4
SW	Bike/Ped	BU60/FF/PP	Sidewalk improvements on Main Street from Dale Street to Kincannon Street	\$.2 - \$.4
SW	Bike/Ped	Various	Annual bicycle and pedestrian improvement program for urban Southwest District	\$.2 - \$.4
SW	Bike/Ped	54/32	Bicycle accommodations from I-49 to Rt. 32 in El Dorado Springs	\$.2 - \$.5
SW	Bike/Ped	H	Sidewalk improvements on Rt. H in Pleasant Hope	\$.2 - \$.5
SW	Bike/Ped	Various	Annual bicycle and pedestrian improvements program in the rural Southwest District	\$.2 - \$.6

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Bike/Ped	14	Sidewalk improvements on Rte. 14 in Sparta	\$.22 - \$.44
SW	Bike/Ped	13	Sidewalk improvements from Battlefield Road to Chesterfield Boulevard in Springfield	\$.3 - \$.5
SW	Bike/Ped	Republic Highline Trail	Pedestrian accommodations for Republic Highline Trail from Grace St. to Silver Maple Ln. in Republic	\$.3 - \$.5
SW	Bike/Ped	71	Bicycle accommodations on Range Line Road from Zora Street to Newman Road in Joplin	\$.3 - \$.6
SW	Bike/Ped	Ethridge Trail	Linear park for Ethridge Trail from Farm Road 99 to Rte. 22	\$.3 - \$.6
SW	Bike/Ped	M	Bicycle and pedestrian accommodations on Rte. M from Rte. 60 to Republic High School in Republic	\$.3 - \$.6
SW	Bike/Ped	83	Sidewalk improvements on Springfield Avenue from Jackson St. to Mt. Gilead Road in Bolivar	\$.3 - \$.7
SW	Bike/Ped	14	Bicycle and Pedestrian accommodations on Third Street from Jackson St. to South Street in Ozark	\$.3 - \$.9
SW	Bike/Ped	413	Sidewalk improvements on Main Street from Rt. 248 to Elementary Road in Reeds Spring	\$.3 - \$.9
SW	Bike/Ped	N	Sidewalk improvements throughout the Grant Beach Neighborhood area in Springfield	\$.3 - \$1
SW	Bike/Ped	Various	Statewide bicycle route wayfinding program	\$.4 - \$.6
SW	Bike/Ped	North Fork Schuyler Creek Trail	Linear park for North Fork Schuyler Creek Trail from Cox Ave. to Farm Road 186 in Republic	\$.4 - \$.7
SW	Bike/Ped	Riverside Inn Trail	Trail facility connecting Finley River Park to proposed park at Riverside Inn in Ozark	\$.4 - \$.8
SW	Bike/Ped	South Creek Trail	Extend South Creek Trail to Wilson's Creek Trail and add connections at Marlborough Manor and Carver Middle School in Springfield.	\$.4 - \$.8
SW	Bike/Ped	54	Sidewalk upgrades and new sidewalk connections on Austin Boulevard from Prewitt Ave. to Barrett Ave. in Nevada	\$.4 - \$.9
SW	Bike/Ped	Route 66 Trail	Trail facility from St. Louis Ave. to LP49 (Range Line Rd.) in Joplin	\$.5 - \$.7
SW	Bike/Ped	W	Add shoulder for bicycling accommodations from County Road 1400 to Route 54 (Austin Boulevard) in Nevada	\$.5 - \$.8
SW	Bike/Ped	Z	Sidewalks from Carl Junction High School to Terrill Lane.	\$.5 - \$.9

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Bike/Ped	32	Shoulder improvements for bike lane on Rt. 32 from Rt. 39 North Jct. to the Stockton Dam Access Road in Stockton	\$.5 - \$1
SW	Bike/Ped	Bike/Ped	Bicycle and pedestrian connectivity between Battlefield and the South Creek Greenway trail along Rt. M	\$.5 - \$1
SW	Bike/Ped	Junge Blvd. Trail	Trail facility along Junge Blvd. from Schifferdecker Ave. to Rte. 43 (Main St. in Joplin	\$.6 - \$.7
SW	Bike/Ped	54	ADA accommodations and sidewalk connections from Ash Street to Barrett Street in Nevada	\$.6 - \$.8
SW	Bike/Ped	14	Sidewalk improvements on Rte. 14 (Nt. Vernon St.) from Rte. M (Nicholas Rd.) to Ridgecrest Ave. in Nixa	\$.6 - \$.9
SW	Bike/Ped	14	Bicycle and Pedestrian accommodations on Jackson St. from Rt. 65 to Third Street in Ozark	\$.6 - \$1
SW	Bike/Ped	BB	Sidewalk improvements on Rt. BB in Hollister	\$.6 - \$1
SW	Bike/Ped	ZZ	Bicycle and pedestrian accommodations from Rt. M (Republic High School) to Elm Street (Wilson's Creek National Battlefield) in Republic.	\$.6 - \$1
SW	Bike/Ped	Trail of Tears Greenway	Development of historic trail and bicycle/pedestrian accommodations from Battlefield Road in Springfield to Village Terrace in Battlefield.	\$.6 - \$2
SW	Bike/Ped	125	Sidewalk improvements on Rte. 125 in Sparta	\$.7 - \$.12
SW	Bike/Ped	Wilson's Creek Trail	New trail to connect to and extend existing segments of Wilson's Creek Trail	\$.7 - \$1.1
SW	Bike/Ped	CC/J/NN	Sidewalk improvements on Rtes. CC and J from West Elementary to Rte. North Elementary on Rte. NN in Ozark	\$.7 - \$1.2
SW	Bike/Ped	D	Sidewalk improvements on E. Sunshine Street (Rte. D) in Springfield from Glenstone Ave. to Blackman Rd.	\$.7 - \$1.2
SW	Bike/Ped	Fassnight Creek Trail	New trail along Fassnight Creek to connect Ewing Park to points west	\$.7 - \$1.2
SW	Bike/Ped	Jordan Creek Trail	New trail along Jordan Creek from Campbell Ave. to Cruise Dog Park/Bennett Street. in Springfield	\$.7 - \$1.3
SW	Bike/Ped	LP49	Sidewalk improvements on Rangeline Road (Loop 49) in Joplin.	\$.7 - \$1.6
SW	Bike/Ped	DD	Sidewalk improvements on Rte. DD from Elm Street to Marshfield High School.	\$.8 - \$1.3
SW	Bike/Ped	54	Bicycle shoulder accommodations from the Kansas state line to I-49.	\$.8 - \$1

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Bike/Ped	744	Sidewalk improvements on Rte. 744 (Kearney St.) from LP44 (Glenstone Ave.) to Le Compte Ave. in Springfield	\$ .8 - \$1
SW	Bike/Ped	Soccer Field Trail	Trail facility from Schifferdecker to Lone Elm Rd. in Joplin	\$ .8 - \$1
SW	Bike/Ped	Various	Bike trail in Osceola	\$ .8 - \$1
SW	Bike/Ped	D	Bicycle accommodations on Rt. D (Main Street) from Rt. 171 in Webb City to Rt. 96 in Oronogo	\$ .8 - \$1.2
SW	Bike/Ped	Thom's Station Trail	Trail facility around Lakeside Park in Carl Junction	\$ .9 - \$1.2
SW	Bike/Ped	North Rail Trail	Trail facility from Turkey Creek to Junge Blvd. in Joplin	\$ .9 - \$1.2
SW	Bike/Ped	Bike/Ped	Construction of sidewalks and crosswalks along Rt. Z in Carl Junction	\$1 - \$1.2
SW	Bike/Ped	FF	Bicycle accommodations and Sidewalks from Rt. M to Azalea Terrace in Battlefield	\$1 - \$1.3
SW	Bike/Ped	160	Add shoulder for bicycle accommodations from Rt. FF in Dade Co. to Ash Grove.	\$1 - \$1.4
SW	Bike/Ped	Shoal Creek/McClelland Park/Grand Falls Trail	Trail facility from 32nd St. to McClelland Park in Joplin	\$1 - \$1.4
SW	Bike/Ped	V/J	Add shoulder for bike lane from Carver Road to Pelican Road in Newton County.	\$1 - \$1.4
SW	Bike/Ped	Bike/Ped	Trail underpass at Rt. 160 and Hunt Rd. intersection to connect to the Frisco Highline Trail	\$1 - \$1.5
SW	Bike/Ped	Bike/Ped	Construction of crossing for Frisco Greenway Trail at Rt. 171 in Webb City	\$1 - \$1.5
SW	Bike/Ped	Bike/Ped	Grade-separated crossing for the Frisco Highline Trail over Rt. 13. Project connects the rural portion of the trail to the urban portion in Bolivar	\$1 - \$1.5
SW	Bike/Ped	D	Add shoulder for bike lane from Rte. O in Alba to Rte. 96 in Oronogo.	\$1 - \$1.5
SW	Bike/Ped	Sunset	Grade separated pedestrian crossing on Sunset St. at Kimbrough Ave. in Springfield	\$1 - \$1.5
SW	Bike/Ped	Bike/Ped	Connect gaps in the greenway trail system in the Springfield region	\$1 - \$2
SW	Bike/Ped	Bike/Ped	Construction of sidewalks and crosswalks at various locations in Nevada	\$1 - \$2

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Bike/Ped	44	Bicycle/pedestrian overpass on Duquesne Road at I-44 in Joplin.	\$1 - \$2.5
SW	Bike/Ped	49	Bicycle and pedestrian accommodations on 30th Road overpass at I-49 in Lamar.	\$1 - \$3
SW	Bike/Ped	Bike/Ped	Grade-separated bike/ped crossing on Rt. 60 in Rogersville to connect to Logan-Rogersville Middle School	\$1 - \$3
SW	Bike/Ped	Business 65/44	Bicycle and pedestrian accommodations on Chestnut Expressway from National Avenue to US 65 in Springfield.	\$1 - \$4
SW	Bike/Ped	66/Various	Add sidewalk and bicycle accommodations to various streets in Duenweg.	\$1 - \$5
SW	Bike/Ped	AA	Pedestrian accommodations on Rt. AA from Rt. H to e/o FR 191 in Greene County	\$1.1 - \$1.7
SW	Bike/Ped	171	Ruby Jack Trail overpass at Rt. 171 near Carl Junction	\$1.2 - \$1.5
SW	Bike/Ped	Various	Rehabilitate sidewalks in Carterville and add bicycle accommodations on Main Street.	\$1.3 - \$2
SW	Bike/Ped	Schuyler Creek Trail	Linear park for Shuyler Creek Trail from Silver Maple Ln. to Rte. ZZ at Wilson's Creek Battlefield National Park in Republic	\$1.4 - \$2.5
SW	Bike/Ped	Business 65/44	Bike accommodations on Glenstone Avenue or parallel corridor (Bus. 65/Loop 44) from Evergreen St. to Independence St. in Springfield.	\$1.5 - \$11
SW	Bike/Ped	H/44/Business 65	Finish sidewalk improvements on Glenstone Avenue from Valley Water Mill Road to Republic Road in Springfield.	\$1.5 - \$2
SW	Bike/Ped	Bike/Ped	Establish an equestrian trail system in the Joplin area	\$1.5 - \$4.5
SW	Bike/Ped	13	Bike accommodations on Kansas Expressway corridor from Evergreen St. to Republic Road in Springfield.	\$1.5 - \$5
SW	Bike/Ped	13	Trail overpass on Rt. 13 at the Frisco Highline Trail in Bolivar	\$1.7 - \$2.1
SW	Bike/Ped	160	Trail grade separation on Rt. 160 at Hunt Road in Willard.	\$1.7 - \$2.2
SW	Bike/Ped	54	Bicycle accommodations on Austin Boulevard in Nevada.	\$2 - \$12
SW	Bike/Ped	744	Bike Accommodations on Kearney Street (Rte. 744) corridor from airport terminus to Mustard Way in Springfield	\$2 - \$15
SW	Bike/Ped	Bike/Ped	Various sidewalk connections and ADA improvements on Glenstone Avenue from Valley Water Mill Rd. to Seminole St.	\$2 - \$2.5



### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Bike/Ped	North Rail Trail	Trail facility from Thom's Creek Trail in Carl Junction to Turkey Creek in Joplin	\$2 - \$2.5
SW	Bike/Ped	96	Pave shoulders for bicycle accommodations from Central Avenue in Carthage to Rt. Z in Halltown.	\$2 - \$3
SW	Bike/Ped	B65	Bicycle and Pedestrian accommodations on South Street from Route 65 to Rte. W in Ozark	\$2 - \$3
SW	Bike/Ped	Bike/Ped	Construction of bicycle lanes and sidewalks on each side of Newman Rd. from Florida Ave. to Duquesne Rd. in Joplin.	\$2 - \$3
SW	Bike/Ped	Bike/Ped	Connect gaps, extend greenway trail network in the Joplin region.	\$2 - \$3
SW	Bike/Ped	Bike/Ped	Improve sidewalk connectivity on transit corridors in Springfield	\$2 - \$4
SW	Bike/Ped	14	Bicycle accommodations from Rt. N in Clever to Rt. M (Nicholas Rd.) in Nixa	\$2 - \$5
SW	Bike/Ped	OO	Add Rt. 66 Trail from Strafford to Springfield	\$2 - \$5
SW	Bike/Ped	Various	Annual program to install pedestrian signals and improve crosswalks at various intersections in Southwest Missouri.	\$2 - \$7
SW	Bike/Ped	32	Add shoulder for bicycle accommodations from Rt. 123 in Fair Play to Rt. 83 in Bolivar	\$2.3 - \$3.3
SW	Bike/Ped	165	Bicycle and Pedestrian accommodations on Rt. 165 from Rt. 76 to Rt. 265 in Branson	\$2.3 - \$4
SW	Bike/Ped	Bike/Ped	Various sidewalk connections and ADA improvements on Kearney St. from West Bypass to Patterson Ave.	\$2.5 - \$3
SW	Bike/Ped	43	Bicycle accommodations from Rt. 54 to Rt. 171.	\$2.5 - \$4
SW	Bike/Ped	Bike/Ped	Improve sidewalk connectivity and ADA accessibility in various communities in southwest Missouri	\$3 - \$10
SW	Bike/Ped	Various	Bicycle and pedestrian accommodations on various routes in Warsaw	\$3 - \$12
SW	Bike/Ped	38	Bicycle accommodations from Rte. E to Rte. P through Marshfield	\$3 - \$4
SW	Bike/Ped	BB	Add shoulder for bicycling accommodations from Rt. 54 (Austin Boulevard) in Nevada to I49	\$3 - \$4
SW	Bike/Ped	Bike/Ped	Multi-use path bridge over Lake Springfield	\$3 - \$4
SW	Bike/Ped	Webb City Habitat Trail	Webb City Habitat Trail System	\$3 - \$5

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Bike/Ped	83	Add shoulder for bicycle accommodations from Rte. V to Rte. 32 in Bolivar	\$4 - \$6
SW	Bike/Ped	Bike/Ped	Construction of sidewalks and crosswalks along disconnected sections of Business 71 (Range Line Rd.) in Joplin, including construction of an independent pedestrian bridge over KCS Railroad	\$4.5 - \$5.5
SW	Bike/Ped	14	Bicycle and Pedestrian accommodations on Rt. 14 from Rt. M in Nixa to Rt. W in Ozark	\$5 - \$9
SW	Bike/Ped	Katy Trail	Bicycle/pedestrian path from the Katy Trail to Warsaw	\$6 - \$12
SW	Bike/Ped	54	Streetscape and aesthetic improvements on Rt. 54 (Austin Boulevard) and in Nevada	\$6 - \$9
SW	Bike/Ped	126	Add shoulder for bike lane from Kansas state line to Rte. 160 in Golden City.	\$7 - \$10
SW	Bike/Ped	54	Add shoulder for bicycle accommodations from Rt. 13 to Rt. 65	\$7 - \$9
SW	Bike/Ped	Bike/Ped	Roadway improvements, including accommodations for bicyclists, pedestrians and transit on Seventh Street in Joplin	\$15 - \$25
SW	Bike/Ped	Bike/Ped	Extend the Katy Trail from Clinton to Nevada.	\$16 - \$25
SW	Bike/Ped	66	Sidewalk and streetscape improvements on Seventh Street (Rte. 66) from Schifferdecker Ave. to Range Line Road in Joplin.	\$20 - \$24
SW	Bike/Ped	Bike/Ped	Accommodations for bicyclists, pedestrians and transit on 76 Country Music Boulevard ("The Strip") in Branson	\$20 - \$50
SW	Bike/Ped	76	Bicycle and Pedestrian Accommodations, Streetscape on Rt. 76 from Rt. 376 to Rt. 65 in Branson.	\$23 - \$45
SW	Bike/Ped	Bike/Ped	Use "old railroad right-of-way" for walking and biking trails	Unknown
SW	Bike/Ped	215	Add bikeway/pedway to bridge project	\$6 - \$7
SW	Bike/Ped	39/Miller	Add sidewalks, crosswalks and flashing warning signals	\$.2 - \$.3
SW/Local	Bike/Ped	Primrose	Improve the pedestrian connection from the bus stop to Cox South Hospital entrance on Primrose Street in Springfield	\$.01 - \$.02
SW/Local	Bike/Ped	Elm	Sidewalk improvements on Elm St. from 2nd Ave. to 4th Ave. in Ozark	\$.07 - \$.1
SW/Local	Bike/Ped	Brick	Sidewalk improvements on Brick St. from Rte. 14 to 4th Ave. in Ozark	\$.08 - \$.8

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW/Local	Bike/Ped	2nd	Sidewalk improvements on 2nd Ave. from Brick St. to Oak St. in Ozark	\$.1 - \$.12
SW/Local	Bike/Ped	Cloverdale	Sidewalk improvements connecting two existing sidewalks on Cliverdale Ln. in Battlefield	\$.1 - \$.15
SW/Local	Bike/Ped	Ewert Park	ADA ramp access to Ewert Park trail in Joplin	\$.1 - \$.2
SW/Local	Bike/Ped	Oak Grove	Sidewalk improvements on Oak Grove Ave. from Linwood to Sunshine. Pedestrian accommodations at the Sunshine and Oak Grove Intersection in Springfield.	\$.1 - \$.2
SW/Local	Bike/Ped	Vine	Sidewalk improvements on Vine Street from North St. to Sloan St. in Mt. Vernon	\$.1 - \$.2
SW/Local	Bike/Ped	Virginia	Sidewalk improvements (replace and fill gaps) on Virginia Avenue from Broadway to Seventh Street (Rte. 66) in Joplin	\$.1 - \$.2
SW/Local	Bike/Ped	Benton	Sidewalk improvements on Benton Avenue from Division Street to Walnut Street in Bolivar	\$.1 - \$.3
SW/Local	Bike/Ped	Illinois	Sidewalk improvements on Illinois Street from 7th Street to 15th in Joplin	\$.1 - \$.3
SW/Local	Bike/Ped	Trafficway	Bike lanes from Kentwood Ave. to Stewart Ave. in Springfield	\$.1 - \$.3
SW/Local	Bike/Ped	Galloway	Sidewalk improvements on Galloway St. from Luster Avenue to Lone Pine Ave in Springfield	\$.1 - \$.4
SW/Local	Bike/Ped	E/Benton	Sidewalk improvements in Windsor	\$.1 - \$.5
SW/Local	Bike/Ped	Elm	Sidewalk improvements on Elm St. from Cloverdale Ln. to Tower Dr. in Battlefield	\$.13 - \$.15
SW/Local	Bike/Ped	Willey	Sidewalk improvements on Willey St. from Lynne Dr. to Rte. 160 in Willard	\$.13 - \$.16
SW/Local	Bike/Ped	New Melville	Sidewalk improvements on New Melville Rd. from Barwick Pl. to Rte. AB in Willard	\$.13 - \$.17
SW/Local	Bike/Ped	3rd	Pedestrian accommodations on 3rd St. from Finley River Park to Jackson St. in Ozark	\$.15 - \$.2
SW/Local	Bike/Ped	Highview	Pedestrian accommodations on Highview St. from Riverside Rd. to Neal Grubaugh Park in Ozark	\$.15 - \$.2
SW/Local	Bike/Ped	Connecticut	Bicycle accommodations on Connecticut Ave. from 30th St. to I-44 in Joplin	\$.18 - \$.225
SW/Local	Bike/Ped	Walnut	Sidewalk improvements on Walnut St. from 9th St. to 4th Ave. in Ozark	\$.18 - \$.23

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW/Local	Bike/Ped	159	Sidewalk improvements on Farm Road 159 from Farm Road 100 to Smith St. in Greene County	\$.2 - \$.3
SW/Local	Bike/Ped	Miller	Sidewalk improvements on Miller Rd. from New Melville Rd. to Hughes. Rd. in Willard	\$.2 - \$.3
SW/Local	Bike/Ped	W/Ashland	Bicycle accommodations and crosswalk improvements on Ashland St. and Rte. W (Ash St.) from Truman Elementary to the Nevada Community Center	\$.2 - \$.3
SW/Local	Bike/Ped	Duquesne	Sidewalks on Duquesne Road from Newman Road to Rte. 66 (7th Street) in Joplin	\$.2 - \$.4
SW/Local	Bike/Ped	Main	Connect Ruby Jack Trail to downtown Carl Junction with Bicycle and pedestrian accommodations on Main Street from the trail to Weston Street in Carl Junction	\$.2 - \$1
SW/Local	Bike/Ped	Church	Sidewalk improvements on Church St. from 9th St. to 4th Ave. in Ozark	\$.2 - \$.2
SW/Local	Bike/Ped	Samuel J/Melanie	Sidewalk improvements on E Samuel J/E Melanie Ln. near East Elementary in Ozark	\$.25 - \$.35
SW/Local	Bike/Ped	Seminole/150	Sidewalk improvements on Farm Road 150 (Seminole St.) from Farm Road 131 to Farm Road 135 (Golden Ave.)	\$.25 - \$.35
SW/Local	Bike/Ped	Glenn	Pedestrian accommodations on Glenn Ave. near Harrison Elementary School in Springfield	\$.25 - \$.5
SW/Local	Bike/Ped	Hunt	Sidewalk improvements on Hunt Rd. from Rte. 160 to Farm Road 94 in Willard	\$.3 - \$.4
SW/Local	Bike/Ped	Republic	Sidewalks from Rt. FF in Battlefield to Golden Avenue in Greene County	\$.3 - \$.5
SW/Local	Bike/Ped	Cherry	Sidewalk improvements from Airwood Ave. to Mumford in Springfield	\$.3 - \$.6
SW/Local	Bike/Ped	96	Dry Sac Trail extension on Farm Road 96 from Truman Elementary School to Rte. H in Greene County	\$.3 - \$.6
SW/Local	Bike/Ped	Grand	Sidewalk improvements/address sidewalk gaps on Grand Street from Scenic Avenue to Kansas Expressway in Springfield	\$.3 - \$.6
SW/Local	Bike/Ped	Killingsworth	Sidewalk improvements on Killingsworth Avenue from Rt. 32 to Aldrich Road in Bolivar	\$.3 - \$.6
SW/Local	Bike/Ped	Scenic	Sidewalk improvements/address sidewalk gaps on Scenic Avenue from College Street to Sunshine St (Rte. 413) in Springfield	\$.3 - \$.6
SW/Local	Bike/Ped	4th	Sidewalk improvements on 4th Street in Joplin	\$.3 - \$.7
SW/Local	Bike/Ped	Oakwood	Sidewalk improvements on Oakwood Avenue from Rt. 83 (Forest Street) to Aldrich Road in Bolivar	\$.3 - \$.7

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW/Local	Bike/Ped	Jackson	Sidewalk improvements on Jackson St. from Jefferson St. to South St. in Willard	\$.3 - \$.75
SW/Local	Bike/Ped	Barnes	Bicycle accommodations on Barnes Avenue from Chestnut to Bennett in Springfield.	\$.3 - \$.8
SW/Local	Bike/Ped	Main	Sidewalk improvements on Main Street from Maud Street to Crane City Park in Crane	\$.3 - \$.8
SW/Local	Bike/Ped	43/Main	Sidewalk improvements on Main Street (Rte. 43) in Joplin	\$.3 - \$1
SW/Local	Bike/Ped	Division	Sidewalk improvements on Division St. from Nias Ave. to Rt. 65 in Springfield	\$.4 - \$.6
SW/Local	Bike/Ped	Commercial	Sidewalk improvements on Commercial Street from Truman Dam Access Road to Main Street in Warsaw	\$.4 - \$.7
SW/Local	Bike/Ped	Riverside	Bridge improvements on Riverside Rd. at Finley River to accommodate bicycle and pedestrian traffic in Ozark	\$.4 - \$.7
SW/Local	Bike/Ped	The Link	Bicycle and pedestrian accommodations on Cherokee St. or Sunset St. from Kings Ave. to Galloway Creek Trail in Springfield	\$.4 - \$.8
SW/Local	Bike/Ped	2nd	Bicycle and pedestrian facilities on 2nd St. from Schifferdecker Ave. to Rte. 43 (Main St.) in Joplin	\$.5 - \$.75
SW/Local	Bike/Ped	Zora	Bicycle and Pedestrian accommodations on Zora Street from Main Street to Range Line Road in Joplin.	\$.5 - \$1
SW/Local	Bike/Ped	Bennett	Bicycle accommodations on Bennett Street from National Avenue to Ingram Mill in Springfield.	\$.5 - \$1.4
SW/Local	Bike/Ped	Various	Sidewalk repairs and ADA upgrades at various locations in Monett	\$.5 - \$1.5
SW/Local	Bike/Ped	Miller	Bicycle accommodations on Miller Rd. from Rte. 160 to Jackson St. in Willard	\$.6 - \$.9
SW/Local	Bike/Ped	190	Bicycle and pedestrian accommodations on Farm Road 190 from Farm Road 141 to Rt. 65 in Greene County	\$.6 - \$1
SW/Local	Bike/Ped	Ivy/275	Add shoulder for bicycle accommodations on Ivy Road and County Road 275/Grimes Street from Rt. YY to Rt. Z (Pennell Street) in Carl Junction	\$.6 - \$1
SW/Local	Bike/Ped	Bennett	Sidewalk upgrades, connect gaps on Bennett Street from Virginia Ave. to Ingram Mill Ave. in Springfield.	\$.6 - \$2
SW/Local	Bike/Ped	Grand	Bicycle accommodations on Grand St. from Scenic Avenue to Rte. 13 (Kansas Expressway) in Springfield	\$.7 - \$1
SW/Local	Bike/Ped	Sunshine	Sidewalk improvements on Sunshine St. from Rte. 13 (Kansas Expressway) to BU65 (Glenstone Ave.) in Springfield	\$.7 - \$1

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW/Local	Bike/Ped	The Link	Bicycle and pedestrian accommodations on Kings Ave., Kimbrough Ave., and Maryland Ave. from Phelps Grove Park to Ward Branch Trail in Springfield	\$.7 - \$1.4
SW/Local	Bike/Ped	Golden	Bicycle accommodations on Golden Avenue in Springfield.	\$.7 - \$2
SW/Local	Bike/Ped	Ruby Jack trail	Upgrade the Ruby Jack trail from the Kansas state line to Oronogo	\$.8 - \$1
SW/Local	Bike/Ped	Campbell	Bike accommodations on Campbell Avenue from Grand St. to Republic Rd. in Springfield	\$.8 - \$3
SW/Local	Bike/Ped	Main	Sidewalk improvements on Main St. and on various routes in downtown Webb City	\$.8 - \$4
SW/Local	Bike/Ped	Farmer	Sidewalk improvements on Farmer St. from Willey St. to Frisco Highline Trail in Willard	\$.85 - \$.1
SW/Local	Bike/Ped	The Link	Bicycle and pedestrian accommodations on Atlantic St. and High St. from Summit Ave. to Frisco Highline Trailhead in Springfield	\$.9 - \$1.8
SW/Local	Bike/Ped	Daugherty	Sidewalk improvements on Daugherty Ave. from College St. to east City limits in Webb City	\$1 - \$1.5
SW/Local	Bike/Ped	Fremont	Bicycle accommodations on Fremont Ave. from Sunset St. to Battlefield Rd. in Springfield	\$1 - \$1.5
SW/Local	Bike/Ped	National	Grade separated pedestrian crossing on National Ave. at Missouri State University in Springfield	\$1 - \$1.5
SW/Local	Bike/Ped	National	Grade separated pedestrian crossing on National Ave. north of Sunset St. in Springfield	\$1 - \$1.5
SW/Local	Bike/Ped	Kissick	Bicycle accommodation on Kissick Avenue from Briar St. to Evans Road in Springfield.	\$1 - \$3
SW/Local	Bike/Ped	Weaver/Briar	Bicycle accommodations on Weaver Road/Briar Street from Rte. 160 to Fremont Avenue in Springfield.	\$1 - \$4
SW/Local	Bike/Ped	Catalpa	Bicycle accommodations on Catalpa Street from Barnes Avenue to Eastgate Avenue in Springfield.	\$1 - \$5
SW/Local	Bike/Ped	Republic	Bike accommodations on Republic Road Corridor from Rt. FF to Nature Center Way in the Springfield area.	\$1.4 - \$5
SW/Local	Bike/Ped	Division	Sidewalk improvements on Division St. from Airport Boulevard to Rte. 13 (Kansas Expressway) in Springfield	\$1.5 - \$2
SW/Local	Bike/Ped	Scenic	Bicycle accommodations on Scenic from Grand St. to Rte. 413 (Sunshine St.) in Springfield.	\$1.5 - \$2
SW/Local	Bike/Ped	Duquesne	Bicycle and Pedestrian accommodations on Duquesne Road from Newman Road (Rt. TT) to 32nd Street (Rt. FF) in Joplin	\$2 - \$3

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW/Local	Bike/Ped	Division/EE/YY	Bike accommodations on Division Street from Westgate Avenue to Lecompte Avenue in Springfield	\$2 - \$6
SW/Local	Bike/Ped	D/413/Sunshine	Bike accommodations on Sunshine Street (Rte. D/413) from West Bypass to Blackman Road in Springfield	\$2 - \$7
SW/Local	Bike/Ped	Various	Bike trail network in Ozark	\$3 - \$13
SW/Local	Bike/Ped	Northview	Bicycle accommodations on Northview Street from Gregg Road to Main Street in Nixa.	\$3 - \$4
SW/Local	Bike/Ped	20th	Bicycle and pedestrian accommodations on 20th St. from Maiden Lane to LP49 (Range Line Rd.) in Joplin	\$3 - \$6
SW/Local	Bike/Ped	Various	Bicycle/pedestrian path improvements in the Warsaw area	\$3 - \$7
SW/Local	Bike/Ped	Various	Trail connection from Ozark to Lake Springfield	\$5 - \$7
SW/Local	Bike/Ped	Various	Streetscape and sidewalk improvements in Center City Springfield	\$10 - \$32
SW	Highway	W	Pedestrian signal on Ash Street at Atlantic Street	\$.08 - \$.13
SW	Highway	49	Pave the I-49 west outer road north of Routes AA/E in Bates County	\$.2 - \$.3
SW	Highway	49	Pave east I-49 outer road from Stockade Road to Rt. E in Vernon County.	\$.2 - \$.3
SW	Highway	126	Sight distance improvements at Rte. J in Barton County	\$.2 - \$.3
SW	Highway	HH	Sight Distance improvements on Rte. HH east of Rte. AA in Cartersville	\$.2 - \$.3
SW	Highway	123	Improve intersection for large vehicles at County Road 400 in Polk County	\$.2 - \$.3
SW	Highway	54	Sight distance improvements on Rte. 54 at Rte. W in Cedar County	\$.2 - \$.4
SW	Highway	90	Turn lane improvements on Rte. 90 at Brush Creek Rd. in McDonald County	\$.2 - \$.5
SW	Highway	97	Safety improvements on Rte. 97 at Rte. 160 in Dade County	\$.2 - \$.6
SW	Highway	AA	Intersection improvements on Rte. AA at Rte. O in Dallas County	\$.2 - \$.6
SW	Highway	B	Intersection improvements on Rte. B at Bobcat Rd. in Webster County	\$.2 - \$.6



### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Highway	NN	Accommodations for Amish buggy vehicles on Rte. NN in Webster County	\$.2 - \$15
SW	Highway	7	Signal/Operational improvements on Rt. 7 through Clinton.	\$.2 - \$.4
SW	Highway	125	Intersection improvements on Rte. 125 at Rte. D in Greene County	\$.3 - \$.4
SW	Highway	FF	Intersection improvements and pedestrian crossing on Rte. FF at Weaver Road in Battlefield	\$.3 - \$.4
SW	Highway	83	Safety improvements on Rte. 83 at Wheatland School in Wheatland	\$.3 - \$.5
SW	Highway	M	Intersection improvements at FR 107 near Republic.	\$.3 - \$.5
SW	Highway	W	Sight distance improvements on Rte. W north of Nevada at Co. Rd. 1525.	\$.3 - \$.6
SW	Highway	160	Turn lane improvements on Rte. 39/160 in Greenfield	\$.3 - \$.6
SW	Highway	59	Intersection improvements on Rte. 59 at Ruby St. in Diamond	\$.3 - \$.8
SW	Highway	14	Turn lane improvements on Rte. 14 near high school in Marionville	\$.3 - \$.9
SW	Highway	39	Intersection improvements on Rte. 39 at Rte. H in Stone County	\$.3 - \$1
SW	Highway	52	Intersection improvements on Rte. 52 at Rte. A near Appleton City	\$.3 - \$1
SW	Highway	96	Safety improvements at Rt. 39 south of Miller	\$.3 - \$1
SW	Highway	A	Accommodations for Amish buggy vehicles on Rte. A in Webster County	\$.3 - \$18
SW	Highway	744	Intersection improvements at various locations on Rt. 744 (Kearney Street) in Springfield.	\$.4 - \$.5
SW	Highway	7	Commuter parking on Rte. 7 at Rte. B in Urich	\$.4 - \$.5
SW	Highway	54	Intersection improvements at Rt. 254 (Jackson Ave) in Hermitage.	\$.4 - \$.7
SW	Highway	37	Turn lane improvements at the Monett YMCA	\$.4 - \$.8
SW	Highway	160	Turn lane improvements at Two Rivers Road in Highlandville.	\$.4 - \$.8

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Highway	Various	Provide electric car charging stations at various locations in SW Missouri	\$.45 - \$.5
SW	Highway	49	Intersection improvements on LP49 at Waldo Hatler Memorial Dr. in Neosho	\$.5 - \$.9
SW	Highway	44	Guardrail, guard cable and access restraint cable improvements on the I-44 north outer road from Rt. 174 to Loop 44 in Mt. Vernon	\$.5 - \$.25
SW	Highway	FF	Intersection improvements on Rte. FF (32nd St.) at Davis Blvd. in Joplin	\$.5 - \$.6
SW	Highway	44	Interchange ramp improvements at Rt. 38 in Marshfield.	\$.5 - \$.8
SW	Highway	39	Intersection improvements at Rt. 39 and Rt. H in Mt. Vernon	\$.5 - \$1
SW	Highway	54	Turn lane improvements for the McCarty Senior Center	\$.5 - \$1
SW	Highway	DD	Intersection improvements at Rt. DD and Elm St. in Marshfield	\$.5 - \$1
SW	Highway	39	Intersection improvements on Rte. 39 at Rte. 160 in Greenfield	\$.5 - \$1.2
SW	Highway	39	Intersection improvements on Rte. 39 at Bus. LP44 in Mount Vernon	\$.5 - \$1.3
SW	Highway	59	Intersection improvements at Rt. 59 and Rt. FF	\$.5 - \$1.5
SW	Highway	59	Intersection improvements on Rte. 59 at Rtes. V/J in Diamond	\$.5 - \$1.5
SW	Highway	7	Access and safety improvements on Ohio Street in Clinton east of Rt. 13	\$.5 - \$3
SW	Highway	Business 65	Intersection improvements at Glenstone Ave. (Bus. 65) and Seminole Street in Springfield	\$.5 - \$4
SW	Highway	FF	Intersection improvements on Rte. FF (32nd St.) at Reinmiller Rd. in Joplin	\$.6 - \$.7
SW	Highway	13	Intersection improvements on Rte. 13 at Rte. 86 near Blue Eye	\$.7 - \$1.2
SW	Highway	7	Intersection improvements at Commercial Street in Warsaw.	\$.7 - \$1.5
SW	Highway	64	Intersection improvements at Rt. s D/NN in Hickory County.	\$.8 - \$1.1
SW	Highway	160	Intersection improvements at Rt. 39 in Greenfield	\$.8 - \$1.1

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Highway	7	Intersection improvements at Main Street in Warsaw	\$.8 - \$1.2
SW	Highway	125	Intersection improvement at Rt. YY (Division Street) and Rt. 125 east of Springfield	\$.8 - \$1.2
SW	Highway	571	Intersection improvements on Rte. 571 (Garrison Ave.) at Wal-Mart in Carthage	\$.8 - \$1.3
SW	Highway	571	Intersection improvements on Rte. 571 at Phelps Boulevard in Carthage	\$.8 - \$1.3
SW	Highway	125	Intersection improvements at Farm Road 174 near Rogersville High School	\$.8 - \$1.5
SW	Highway	49	Intersection improvements at the Rt. 160 interchange in Lamar.	\$.8 - \$2
SW	Highway	49/DD	Guardrail improvements to allow for agricultural vehicles on the East Outer Road at Rt. DD in Vernon County.	\$.8 - \$2
SW	Highway	60	Intersection improvements on Rte. 60 at Rte. 174 in Republic	\$.9 - \$1.1
SW	Highway	43	Turn lane improvements on Rte. 43 (Main St.) at 32nd St. in Joplin	\$1 - \$3
SW	Highway	32	Turn lane improvements at the Bolivar YMCA	\$1 - \$1.5
SW	Highway	43	Extend five-lane section on North Main Street over Turkey Creek.	\$1 - \$1.5
SW	Highway	D	Realign Rte. D at Boulder City	\$1 - \$1.5
SW	Highway	7	Intersection improvements on Ohio Street at Rt. 13 in Clinton.	\$1 - \$2
SW	Highway	65	Intersection improvements at Rt. 32 and Rt. 65 in Buffalo	\$1 - \$2
SW	Highway	76	Intersection improvements at Rt. 76 and Rt. 376 in Branson	\$1 - \$2
SW	Highway	82	Safety improvements north of El Dorado Springs	\$1 - \$2
SW	Highway	160	Intersection improvements on Rt. 160 at Rt. Y	\$1 - \$2
SW	Highway	CC	Intersection improvements at Rt. CC and Banning St. in Marshfield	\$1 - \$2
SW	Highway	Z	Bridge improvement over Finley Creek in Webster Co.	\$1 - \$2

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Highway	Various	Annual urban corridors safety enhancement program	\$1 - \$2/year
SW	Highway	39	Bridge improvement on Rte. 39 at Honey Creek	\$1 - \$3
SW	Highway	54	Widen Rt. 54 in Hermitage	\$1 - \$3
SW	Highway	Various	Annual Safety Enhancement Program	\$1 - \$3
SW	Highway	37	Intersection improvements at Rt. 37 and Broadway in Monett	\$1 - \$4
SW	Highway	OO	Minor widening and alignment improvements between Northview and Marshfield	\$1 - \$5
SW	Highway	C	Pavement and striping improvements on Rt. C in St. Clair County	\$1.1 - \$1.3
SW	Highway	ITS	Adaptive signal technology on various routes in Springfield	\$1.2 - \$1.6
SW	Highway	174	Capacity and safety improvements on Rte. 174 from Rte. 39 to Main St. in Mount Vernon	\$1.2 - \$2.4
SW	Highway	52	Drainage and roadway improvements on Rt. 52 from Clinton to Windsor	\$1.3 - \$1.6
SW	Highway	OO	Intersection and turn lane improvements at various locations on Rte. OO from Rte. 125 to Webster County line	\$1.3 - \$1.6
SW	Highway	14	Capacity improvements on Rte. 14 from Maynard Road to Rte. M (Nicholas Rd.)	\$1.4 - \$1.7
SW	Highway	14	Capacity and intersection improvements on Rte. NN at Rte. 14 in Ozark.	\$1.4 - \$1.8
SW	Highway	32	Bridge improvement over Cedar Creek west of Stockton.	\$1.4 - \$3
SW	Highway	160	Interchange ramp improvements on Rte. 160 at I-49 in Lamar	\$1.5 - \$2
SW	Highway	44	Bridge improvement on Rte. N at I-44 in Lawrence Co.	\$1.5 - \$2.5
SW	Highway	60	Operational improvements and ramp improvements on James River Freeway in Springfield.	\$1.5 - \$2.5
SW	Highway	97	Bridge improvement on Rte. 97 at White Oak Creek in Lawrence Co.	\$1.5 - \$2.5
SW	Highway	171	Intersection and access improvements on Rte. 171 (McArthur Drive) from Jefferson St. to Hall St. in Webb City	\$1.5 - \$3

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Highway	171	Intersection improvements on Rte. 171 (McArthur Dr.) at LP49 (Madison St.) in Webb City	\$1.5 - \$3
SW	Highway	Business 65	Capacity improvements on Business 65 through downtown Hollister	\$1.5 - \$3
SW	Highway	13	Construct outer road from Rte. 32 to Rte. T in Bolivar	\$1.7 - \$2.1
SW	Highway	14	Capacity and intersection improvements on Rte. 14 through downtown Ozark.	\$1.7 - \$2.1
SW	Highway	13	Access improvements on Rte. 13 (Kansas Expressway) from I-44 to Rte. 744 (Kearney St.) in Springfield	\$1.9 - \$2.4
SW	Highway	Various	ITS Enhancements in the Southwest Missouri region (urban and rural)	\$2 - \$10
SW	Highway	96	Intersection and access improvements at various locations on Rte. 96 from Rte. 171 to Rte. D in Oronogo.	\$2 - \$2.3
SW	Highway	18	Rehabilitate the Rt. 18 bridge over the South Grand River near Clinton	\$2 - \$3
SW	Highway	32	Realign Rt. 32 east of Stockton.	\$2 - \$3
SW	Highway	86	Intersection improvements at various locations on Rte. 86 (Gateway Drive) from LP49 to Bus. 60 (Neosho Blvd.) in Neosho	\$2 - \$3
SW	Highway	160	Various safety, pavement and alignment improvements between Ash Grove and Willard	\$2 - \$3
SW	Highway	174	Bridge improvement on Rte. 174 over I-44 in Lawrence Co.	\$2 - \$3
SW	Highway	B71	Streetscape and aesthetic improvements on Business 71 (Osage Boulevard) in Nevada	\$2 - \$3
SW	Highway	EE	Intersection improvements on Rte. 13/160 at Rte. EE in Highlandville	\$2 - \$3
SW	Highway	Y	Bridge improvement on Rte. Y over Tebo Creek in Henry Co.	\$2 - \$3
SW	Highway	44	Interchange improvements on I-44 at Rte. K in Greene County	\$2 - \$3.5
SW	Highway	32	Realign Rt. 32 2 miles west of Rt. 13 near Bolivar	\$2 - \$4
SW	Highway	44	Interchange improvements at I-44 and Rt. 125 in Strafford	\$2 - \$4
SW	Highway	65	Interchange improvements at the Rt. 65 and Division St. (Rt. YY) interchange in Springfield	\$2 - \$4

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Highway	71	Rehabilitate the bridges over BNSF Railroad and the Spring River on Rt. 71	\$2 - \$4
SW	Highway	248	Bridge improvements on Rte. 248 over Flat Creek.	\$2 - \$4
SW	Highway	49	Intersection improvements at Range Line Road and 15th Street	\$2 - \$4
SW	Highway	37	Elevate Roadway and replace bridge on Rte. 37 at Spring River in Jasper Co.	\$2 - \$5
SW	Highway	49	Sight distance improvements at the I-49 and Rte. 126 interchange in Baton Co.	\$2 - \$5
SW	Highway	49	Sight distance improvements at the I-49 and Rtes. DD/EE interchange in Barton Co.	\$2 - \$5
SW	Highway	76	Various small intersection, alignment, widening and safety improvements between Branson and east of Kirbyville. (Rt. 76 and Lakeshore Drive)	\$2 - \$5
SW	Highway	H	New roadway corridor from Rt. H to Rt. 37 in Monett	\$2 - \$5
SW	Highway	Business 60	Intersection improvements at various locations on Bus. 60 in Aurora	\$2 - \$5
SW	Highway	Various	Annual program for complete pavement rehabilitation	\$2 - \$7/year
SW	Highway	13	Sound abatement and beautification on Rt. 13 (Kansas Expressway) in Springfield.	\$2 - \$9
SW	Highway	52	Pavement improvements on Rte. 52 from Rte. 13 to Rte. 65	\$2.3 - \$3.1
SW	Highway	MM	Capacity improvements on Rte. MM from I-44 to Rte. 360 (James River Freeway)	\$2.5 - \$3.1
SW	Highway	32	Various alignment and safety improvements between Rt. 13 and Fair Play	\$2.5 - \$3.5
SW	Highway	248	Intersection improvements at various locations on Rte. 248 from Rte. 160 to Rte. 265 in Taney County	\$3 - \$10
SW	Highway	Various	Bridge improvements in the City of Carthage	\$3 - \$15
SW	Highway	49	Improve 1st Street overpass to full interchange north of Lamar	\$3 - \$4
SW	Highway	49	Overpass connection on I-49 between Adrian and Passaic	\$3 - \$4
SW	Highway	160	Intersection improvements on Rte. 160 at Rte. 744 (Kearney St.) in Springfield	\$3 - \$4

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Highway	49	Intersection and access improvements on LP49 (Range Line Rd./Madison Ave.) from Rte. 171 in Webb City to I-44 in Joplin	\$3 - \$4
SW	Highway	52	Resurfacing, shoulder, rumble stripes and various turn lane improvements from I-49 to Rt. 13.	\$3 - \$4.5
SW	Highway	43	Roadway improvements on Hearnese Boulevard from 32nd Street (Rt. FF) to I-44	\$3 - \$5
SW	Highway	43	Roadway improvements on Rt. 43 from Joplin Regional Airport to Rt. 171.	\$3 - \$5
SW	Highway	49	Construct interchange on I-49 at Rte. TT in Bates County	\$3 - \$5
SW	Highway	125	Widen to three lanes from Rt. 65 through Fair Grove	\$3 - \$5
SW	Highway	175	Capacity improvements on Range Line Rd. from 44th St. to Saginaw Rd. in Joplin	\$3 - \$5
SW	Highway	60	Interchange improvements at Glenstone Avenue (Bus. 65) in Springfield.	\$4 - \$5
SW	Highway	60	Interchange improvements at James River Freeway and West Bypass (Rt. FF) in Springfield	\$4 - \$5
SW	Highway	413	Capacity improvements on Rte. 413 (Sunshine St.) from Scenic Ave. to Rte. 13 (Kansas Expressway) in Springfield	\$4 - \$5
SW	Highway	D	Roadway improvements on Rte. D from Rte. 96 to Hawthorne Rd. in Jasper County. Improve intersection at Ivy Road	\$4 - \$5
SW	Highway	P	Capacity improvements and pedestrian accommodations on Rte. P from Rte. 60 to Farm Road 194	\$4 - \$5
SW	Highway	49	Median guard cables on I-49 south of I-44.	\$4 - \$6
SW	Highway	13	Four-laning in the Branson West area from Rt. 413 to north of Stoneridge.	\$4 - \$7
SW	Highway	52	Bridge improvements on Rte. 52 between Rte. 13 and Rte. 65	\$4.5 - \$9
SW	Highway	49	Build ramps on the overpass at I-49 and Rt. TT (City of Butler)	\$5 - \$10
SW	Highway	65	Interchange improvements at Main St. in Warsaw	\$5 - \$6
SW	Highway	215	Improve alignment and replace bridge over the Pomme de Terre River	\$5 - \$6
SW	Highway	60/413	Turn lane improvements at various locations on Rte. 60 from Rtes. M/MM in Republic to Rte. 160 (West Bypass) in	\$5 - \$6



### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
			Springfield	
SW	Highway	Business 65	Capacity, safety, access and interchange improvements on Glenstone Ave. from LP44 (Chestnut Expressway) to Peele St. in Springfield.	\$5 - \$6
SW	Highway	OO	Roadway improvements on Rt. OO from Northview to Marshfield.	\$5 - \$6
SW	Highway	Various	Improve traffic management systems in the non-metro area	\$5 - \$6
SW	Highway	165	Various congestion and safety improvements between Rt. 76 and Rt. 265 in Branson	\$5 - \$7
SW	Highway	D	Operational improvements on Sunshine Street from Glenstone Ave. to Blackman Road in Springfield.	\$5 - \$7
SW	Highway	66	Center turn lane through Duenweg	\$5 - \$8
SW	Highway	160	Roadway and bridge improvements on Rte. 160 in Lamar at the North Fork of the Spring River to address roadway flooding.	\$5 - \$8
SW	Highway	13	Safety, intersection and system improvements on Rte. 13 (Kansas Expressway) from College Street to Rte. 60 in Springfield	\$6 - \$7
SW	Highway	52	Railroad underpass and drainage improvements on Ft. Scott Street in Butler.	\$6 - \$10
SW	Highway	49	Rest area improvements on I-49	\$6 - \$15
SW	Highway	H	Roadway improvements on Rte. H from Farm Road 86 in Greene County to McClernon St. in Springfield	\$6 - \$7
SW	Highway	52	Construction of sidewalks and crosswalks along MO 52 in Butler, including replacement of MNA Railroad overpass to accommodate wider roadway with sidewalks	\$7 - \$10
SW	Highway	Various	Improve traffic management systems in the Springfield metro area	\$7 - \$8
SW	Highway	744	Intersection improvements on Rte. 744 (Kearney St.) at Grant Ave. in Springfield	\$7 - \$9
SW	Highway	EE	Capacity improvements on Rte. EE (Division St. from Airport Blvd. to Rte. 160 (West Bypass) in Springfield	\$7 - \$9
SW	Highway	160	Safety and system improvements from on Rte. 160 (Campbell Ave.) from Battlefield Rd. to Farm Road 192 (Steinert Road)	\$7 - \$9

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Highway	D	Capacity improvements on Rte. D (Sunshine St.) from Glenstone Ave. to Rte. 65 in Springfield.	\$7.5 - \$10
SW	Highway	NN	Intersection, turn lane, and pedestrian improvements at various locations on Rte. NN from Rte. J to Rte. 14 (Jackson St.) in Ozark	\$8 - \$10
SW	Highway	160	Capacity improvements from Rte. 14 (Mt. Vernon Street) in Nixa to Riverdale Drive	\$9 - \$11
SW	Highway	Business 65/44	Capacity and safety improvements on BU65/LP44 (Chestnut Expressway) from I-44 to Rt. 65 in Springfield.	\$9 - \$11
SW	Highway	160	Four-lane expressway from Willard to Springfield	\$10 - \$11
SW	Highway	37	Improve Rte. 37 through Monett.	\$10 - \$12
SW	Highway	65	Interchange improvements on Rte. 65 at Evans Road in Springfield	\$10 - \$12
SW	Highway	66	Roadway improvements from Schifferdecker Road to Loop 49 (Range Line Road) in Joplin.	\$10 - \$12
SW	Highway	60	Construct a new interchange in Seymour	\$10 - \$15
SW	Highway	HH	Improvements along Rt. HH to accommodate an elementary school, hospital community improvement district and retail development in Carthage	\$10 - \$15
SW	Highway	65	Intermittent passing lanes and turn lanes between Preston and Buffalo	\$10 - \$20
SW	Highway	Various	Improve bridge approaches at various locations in Southwest Missouri.	\$10 - \$30
SW	Highway	160/F	Various alignment, capacity and safety improvements from Rt. 65 to Rt. 76 in Forsyth, including pedestrian improvements in Forsyth	\$10 - \$65
SW	Highway	13	Four-lane/Five-lane roadway improvements from Old Rt. 13 north Jct. in Branson West to Kimberling Boulevard	\$12 - \$18
SW	Highway	14	Capacity improvements and pedestrian accommodations on Rt. 14 (South Street) from 3rd St./Selmore Road to Rt. W in Ozark; intersection improvements at 14th St. and Rt. W	\$13 - \$17
SW	Highway	96	Rebuild pavement on Rte. 96 from Carthage to Rte. 39 near Miller.	\$13 - \$26
SW	Highway	CC	Extension of Rte. CC from proposed Kansas Expressway extension to Rte. 160 in Nixa	\$14 - \$17

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Highway	Z	Roadway improvements on Rte. Z (Pennell St.) from Rte. YY to Rte. 171 in Carl Junction	\$14 - \$17
SW	Highway	83	Capacity improvements on Rte. 83 (Springfield St.) from Rte. 13 to Rte. 32 in Bolivar	\$14 - \$25
SW	Highway	V	Widen to add shoulders and bicycle lanes on each side of Rt. V from east of Rt. 71 to Rt. 59	\$15 - \$16
SW	Highway	65	Interchange improvements on Rte. 65 at Rte. YY (Division Street) in Springfield	\$15 - \$18
SW	Highway	YY	Capacity and intersection improvements on Rte. YY (Division St.) from Rte. 65 to Le Compte Rd. in Springfield	\$15 - \$19
SW	Highway	65	New interchange on Rte. 65 at Longview Rd. in Ozark	\$15 - \$19
SW	Highway	60	Corridor operational and safety improvements at various intersections in Webster county	\$15 - \$20
SW	Highway	CC/J/NN	Various safety, alignment and capacity improvements between Nixa and Ozark	\$15 - \$25
SW	Highway	44	New I-44 interchange for Marshfield.	\$15 - \$30
SW	Highway	160	Capacity improvements on Kansas Expressway (access management, intersections, partial six-laning) from I-44 to Rte. 60/James River Freeway in Springfield.	\$15 - \$60
SW	Highway	59	Relocate Rt. 59 around Diamond	\$16 - \$20
SW	Highway	744	Capacity improvements on Rte. 744 (Kearney St.)/Rte.00 from Le Compte Rd. in Springfield to Rte. 125 in Strafford	\$16 - \$20
SW	Highway	M	Capacity improvements and pedestrian accommodations on Rte. M from Rte. 60 to Rte. FF	\$16 - \$20
SW	Highway	D	Capacity improvements on Rte. D from Rte. 65 to Rte. 73 in Dallas County	\$16 - \$24
SW	Highway	413	Capacity improvements on Rte. 413 (Sunshine St.) from Rte. 60 (James River Freeway) to Rte. 160 (West Bypass) in Springfield	\$17 - \$21
SW	Highway	Various	Annual bridge widening program	\$20 - \$100
SW	Highway	60	Capacity improvements on James River Freeway in Springfield.	\$20 - \$25
SW	Highway	ZZ	Wilson's Creek Boulevard Parkway improvements and intersection improvements from Rt. M (Republic Road)	\$20 - \$25

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
			to Farm Road 194 in Republic	
SW	Highway	160	Improvements at Campbell Avenue (Rt. 160) and Republic Road in Springfield	\$20 - \$35
SW	Highway	160	Intersection improvements at Rt. 160 (Campbell Avenue) and Republic Road in Springfield.	\$20 - \$35
SW	Highway	Various	Intermittent passing lanes on Routes 13, 60, 65, 160, and 171	\$20 - \$80
SW	Highway	265/165	Curve realignments at various locations on Rt. 165 and Rt. 265 in Branson.	\$22 - \$26
SW	Highway	44	Interchange improvements at I-49 in Fidelity.	\$25 - \$35
SW	Highway	249	New interchange on Rte. 249 at 17th St. in Webb City	\$25 - \$45
SW	Highway	76	Improve capacity and connectivity between Branson West and Branson: from Rt. 13 to Rt. 265	\$25 - \$50
SW	Highway	171	Capacity improvements from Kansas state line to Fir Road	\$25 - \$50
SW	Highway	13	New expressway from South Street in Nixa to Rt. 76 in Branson West.	\$26 - \$39
SW	Highway	52	Shared four-lane roadway improvements on Rte. 52 from Rte. 13 to Rte. 65	\$28 - \$34
SW	Highway	H	Capacity improvements on Rte. H from Monett to I-44 in Lawrence County	\$28 - \$40
SW	Highway	Various	Annual program to address drainage, flooding and low water bridge concerns	\$20 - \$40
SW	Highway	160	Add capacity to Rt. 160 from Plainview Road to Nixa	\$30 - \$45
SW	Highway	Business 65	Capacity and access improvements on BU65 (Glenstone Ave.) from I-44 to Rte. D (Sunshine St.) in Springfield	\$32 - \$40
SW	Highway	Various	Pavement improvements on various city streets in Clinton.	\$34 - \$40
SW	Highway	CC	Capacity improvements from Rt. 160 in Nixa to Pheasant Road in Ozark.	\$35 - \$50
SW	Highway	171	Roadway improvements from the Kansas state line to Fir Road in Airport Drive.	\$36 - \$58
SW	Highway	14	Roadway capacity and safety improvements on Rt. 14 corridor in rural Christian County. Improve intersection at Route P/K.	\$38 - \$50

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Highway	13	Add lanes to Route 13 from Clinton to Warrensburg	\$35 - \$45
SW	Highway	14	Corridor improvements from Route M in Nixa to Third Street in Ozark	\$40 - \$50
SW	Highway	49	Interchange improvements at I-44/I-49 and I-49/Route 171 in the Carthage area.	\$40 - \$80
SW	Highway	60	Capacity improvements on Route 60 (James River Freeway) from I-44 to Route 13 (Kansas Expressway)	\$43 - \$51
SW	Highway	465	Improve capacity and connectivity between Branson West and Branson: extend Ozark Mountain Highroad from Route 76 to Route 376.	\$45 - \$55
SW	Highway	65	Capacity improvements from Route 60 in Springfield to Route F in Ozark	\$45 - \$60
SW	Highway	52	Roadway improvements from Route 65 to Route 5 in Versailles.	\$48 - \$60
SW	Highway	71	Construct Bella Vista Bypass	\$50 - \$55
SW	Highway	FF	Capacity improvements on Rte. FF from Rte. 60 (James River Freeway) to Rte. 14	\$50 - \$60
SW	Highway	44	Corridor improvements including adding lanes through Springfield from Route 160 to Route 744 to address mobility and safety	\$55 - \$65
SW	Highway	160/F	Roadway improvements from Route 65 to Route 76 in Forsyth.	\$55 - \$66
SW	Highway	44	Capacity improvements on I-44 from Rte. 160 to Rte. 65 in Springfield.	\$55 - \$70
SW	Highway	43	Alternate roadway west of Joplin between Route 171 and I-44	\$60 - \$125
SW	Highway	Highway	Corridor improvements on Route MM and MO 266 to connect I-44 with developing industrial areas around the Springfield-Branson National Airport in Springfield and Republic	\$60 - \$80
SW	Highway	39	Replace the Shell Knob bridge over Table Rock Lake.	\$60 - \$85
SW	Highway	Various	Keep Interstate bridges in good condition	\$65 - \$80
SW	Highway	13	Widen Kimberling City bridge to four lanes	\$70 - \$100
SW	Highway	266/B	Roadway and capacity improvements on Rte. 266 and Rte. B from Airport Blvd. to I-44	\$75 - \$94

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Highway	465	Extend the Ozark Mountain Highroad from Rte. 165 to Rte. 65.	\$80 - \$100
SW	Highway	160	New roadway from Route 13 to Route 160 in north Springfield.	\$80 - \$120
SW	Highway	60	Corridor and interchange improvements including adding service roads from Route 65 to east of Rogersville to address mobility and safety	\$90 - \$105
SW	Highway	65	Freeway improvements on Rte. 65 from Ozark to Branson.	\$90 - \$145
SW	Highway	65	Four-lane roadway from Warsaw to Buffalo	\$100 - \$125
SW	Highway	Various	Annual minor routes resurfacing and shoulder/rumble program.	\$100 - \$300
SW	Highway	60	Four-lane roadway from Monett to Republic	\$120 - \$125
SW	Highway	60/37	Four-lane roadway from Monett to the Arkansas state line	\$150 - \$155
SW	Highway	52	Four lane expressway for Rte. 52 from Rte. 13 to Rte. 65	\$165 - \$205
SW	Highway	7	Four-lane expressway from Route 13 in Clinton to Route 65 in Warsaw.	\$184 - \$207
SW	Highway	54	Four lane expressway on Rte. 54 from Kansas State line to Route 13	\$240 - \$290
SW	Highway	Various	Keep bridges (non-interstate, + 1,000 ft.) in good condition	\$290 - \$350
SW	Highway	Various	Keep Interstate pavements in good condition	\$315 - \$375
SW	Highway	13	Freeway improvements on Kansas Expressway (Rte. 13) from I-44 to James River Freeway (Route 60) in Springfield.	\$360 - \$538
SW	Highway	Various	Keep minor roads in good condition	\$470 - \$500
SW	Highway	Business 65/44	Freeway improvements on Kansas Expressway (Bus. 65/Loop 44) from I-44 to Route 65 in Springfield.	\$490 - \$565
SW	Highway	42	New freeway from Nevada to Springfield, Willow Springs, West Plains and Thayer to connect with Rte. 63 in Arkansas.	\$515 - \$710
SW	Highway	Business 65/44	Freeway improvements on Chestnut Expressway (Bus. 65/Loop 44) from I-44 to Route 65 in Springfield.	\$585 - \$675
SW	Highway	Various	Keep major roads (non-interstate) in good condition	\$600 - \$650

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Highway	A	Replace the bridge over James River on Route A south of Marshfield	\$ .5 - \$1.5
SW	Highway	Birch/Maple Streets	New arterial connector from Birch Street to Maple Street in Hollister	\$7 - \$8
SW	Highway	7 and 13	Construct an overpass at Clinton, MO on MO 7/13 South Junction, from North of Franklin Street over Ohio Street and ending south of Calvard Street.	Unknown
SW/Local	Highway	Delaware	Traffic calming on Delaware Street between Stoneridge and E. Burntwood in Springfield.	\$.005 - \$.01
SW/Local	Highway	430th	Provide centerline striping on East 430th Road near Bolivar in Polk County	\$.01 - \$.013
SW/Local	Highway	Greasy Creek	Pave Greasy Creek Road from Rt. UU to Rt. 38 in Webster County	\$.1 - \$.2
SW/Local	Highway	Newman	Pavement improvements on Newman Road from Rte. 249 to Rte. AA in Jasper County	\$.2 - \$.3
SW/Local	Highway	National	Intersection improvements on National Ave. at Monroe St. in Springfield	\$.3 - \$.4
SW/Local	Highway	McLaughlin	Widen McLaughlin Avenue in Benton County	\$.3 - \$.7
SW/Local	Highway	Jackson	Capacity and sidewalk improvements on Jackson St. from Jefferson St. to South St. in Willard	\$.4 - \$.5
SW/Local	Highway	Turnbo	Pavement improvements on Turnbo Road in Webster Co.	\$.4 - \$.7
SW/Local	Highway	Catalpa	Intersection improvements on Catalpa St. at Eastgate Ave. in Springfield	\$.5 - \$.6
SW/Local	Highway	Miller	Capacity improvements and bicycle accommodations on Miller Rd. from Rte. 160 to Jackson St. in Willard	\$.5 - \$.6
SW/Local	Highway	Sloan	Pavement improvements on Sloan Avenue in Mt. Vernon	\$.5 - \$.7
SW/Local	Highway	Maiden	Sidewalk improvements on Maiden Lane from Perkins Street to 32nd Street in Joplin	\$.5 - \$1.2
SW/Local	Highway	Indian Point	Bicycle and pedestrian accommodations on Indian Point Road in Indian Point	\$.6 - \$1.5
SW/Local	Highway	17th	Extend 17th Street/Fountain Road from LP 49 to Oronogo Street in Webb City	\$.8 - \$1
SW/Local	Highway	Fir	Intersection improvements at Briarbrook Dr. in Carl Junction	\$.8 - \$1.1



### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW/Local	Highway	College	Extension of College St. from Rte. 171 (McArthur Dr.) to existing roadway in Webb City	\$ .8 - \$1.5
SW/Local	Highway	Springfield	Operational improvements on Rt. 83 (Springfield Avenue) and the Bolivar Square in Bolivar	\$ .8 - \$1.5
SW/Local	Highway	Maiden	Roadway improvements and realignment on Maiden Ln. from Perkins St. to Murphy Blvd. in Joplin	\$1 - \$1.2
SW/Local	Highway	Garrison	Intersection and drainage improvements on Garrison Ave. at Oak St. in Carthage	\$1 - \$3
SW/Local	Highway	Riverside	Bridge improvement at the Riverside Bridge north of Ozark.	\$1 - \$5
SW/Local	Highway	Lynn	Capacity and roadway improvements on Lynn Ave. from Elm St. to Shuyler Lane in Republic	\$1.1 - \$1.4
SW/Local	Highway	Evergreen	Roadway improvements on Evergreen St. from Rt. 125 through the interstate business district to the east in Strafford.	\$1.2 - \$1.8
SW/Local	Highway	Grand	Capacity improvements on Grand St. from Kimbrough Ave. to National Ave. in Springfield	\$1.3 - \$1.6
SW/Local	Highway	Kathryn	Extension of Kathryn Rd. from Gregg Rd. to Nicholas Rd. in Christian County	\$1.5 - \$1.9
SW/Local	Highway	N/81	Roadway and capacity improvements on Farm Road 81 from Rte. TT to Republic City limits	\$1.5 - \$1.9
SW/Local	Highway	Northview	Extension of Northview Rd. from Gregg Rd. to Nicholas Rd. in Christian County	\$1.5 - \$1.9
SW/Local	Highway	Main	Extension of Main St. from King Jack Park to S Hall St. in Webb City	\$1.5 - \$2.5
SW/Local	Highway	Carl Junction	New roadway from Madison Ave. to Rte. D north of Webb City	\$1.8 - \$2.25
SW/Local	Highway	Oakwood	Capacity and roadway improvements on Oakwood Ave. from Rte. 60 to Elm St. in Republic	\$2 - \$2.5
SW/Local	Highway	Norton	Roadway improvements on Norton Rd. and extension of roadway to Truman Blvd. in Nixa	\$2 - \$2.5
SW/Local	Highway	44th	Capacity improvements on 44th St. from LP49 (Range Line Rd.) to Connecticut Ave. in Joplin	\$2 - \$3
SW/Local	Highway	Republic	Capacity improvements on Republic Rd. from Quail Creek Ave. to Campbell Ave. in Springfield	\$2 - \$3
SW/Local	Highway	7th	Connect 7th St. (Webb City) to Ellis Street	\$2 - \$4

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW/Local	Highway	Garrison	Realignment of Garrison Ave. from Rte. E to Airport Dr. in Carthage	\$2 - \$4
SW/Local	Highway	Hines	Capacity, roadway and intersection improvements on various sections of Hines Street in Republic.	\$2.7 - \$3.4
SW/Local	Highway	Madison	Roadway and turn lane improvements on Madison Ave. from Stadium Dr. to Daugherty St. in Webb City	\$3 - \$3.5
SW/Local	Highway	Main	Capacity and roadway improvements on Main St. from city limit to Rte. 60 in Republic	\$3 - \$4
SW/Local	Highway	Peace Church	Roadway improvements on Peace Church Ave. from Fir Rd. to Zora Ave. in Joplin	\$3 - \$4
SW/Local	Highway	18th	Extension of Rte. 65 Outer Road (18th St.) from Mountain Duck Stadium to Clay St. in Ozark	\$3.5 - \$4.5
SW/Local	Highway	Republic	New overpass on Republic Rd. over Rte. 60 (James River Freeway) east of BU65 (Glenstone Ave.) in Springfield	\$3.5 - \$4.5
SW/Local	Highway	Bailey	Capacity and roadway improvements on Bailey Ave. from Wade St. to Rt. 60 in Republic.	\$4 - \$5
SW/Local	Highway	Grant	Bridge rehabilitation of the Grant Avenue viaduct in Springfield	\$4 - \$6
SW/Local	Highway	Mt. Vernon	Capacity improvements on Mt. Vernon Street from Haseltine Road to West Bypass in Springfield	\$4 - \$6
SW/Local	Highway	Newman	Roadway and turn lane improvements on Newman Rd. from Duquesne Rd. to Rte. 249 in Joplin	\$4.5 - \$5.5
SW/Local	Highway	Elm/182	Capacity and roadway improvements on Elm St./Farm Road 182 from Rte. 60 to Rte. ZZ in Republic	\$4.5 - \$5.5
SW/Local	Highway	44th	New overpass on 44th St. at I-44 in Joplin	\$5 - \$6.5
SW/Local	Highway	Miller/186	Capacity and roadway improvements on Miller Rd./Farm Road 186 from Lynn Ave. to Rte. ZZ in Republic	\$5 - \$6.5
SW/Local	Highway	Duquesne	New overpass on Duquesne Rd. at I-44 in Joplin	\$5.2 - 6.5
SW/Local	Highway	Fir	Roadway and turn lane improvements on Fir Rd. from Joplin St. to Rte. 171 in Carl Junction	\$6 - \$7.5
SW/Local	Highway	Cheyenne	Capacity improvements on Cheyenne Rd. from Rte. CC to Rte. 14 in Nixa, Christian Co.	\$6 - \$7.5
SW/Local	Highway	Main	Capacity improvements on Main St. from Rte. 14 (Mt. Vernon St.) to Rosedale Rd. in Nixa	\$6 - \$7.5

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW/Local	Highway	Nicholas	Capacity improvements on Nicholas Rd. from Tracker Rd. to Rte. 14 (Mt. Vernon St.) in Nixa	\$6 - \$7.5
SW/Local	Highway	Tracker	Capacity improvements on Tracker Rd. from Nicholas Rd. to proposed Kansas Expressway extension in Nixa	\$6 - \$7.5
SW/Local	Highway	20th	Roadway and turn lane improvements on 20th St. from Duquesne Rd. to Rte. 249 in Joplin/Duquesne	\$6.5 - \$8
SW/Local	Highway	32nd	Roadway and turn lane improvements on 32nd St. from Schifferdecker Ave. to future West Corridor in Joplin	\$7 - \$9
SW/Local	Highway	Black Cat	Roadway and turn lane improvements on Black Cat Rd. from Rte. 66 (7th St.) to Newton Rd. in Joplin	\$7 - \$9
SW/Local	Highway	Fremont	Intersection and roadway improvements on Fremont Ave. from Sunset St. to Battlefield Rd. in Springfield	\$7 - \$9
SW/Local	Highway	Gregg	Capacity improvements on Gregg Rd. from Butterfield Dr. to Riverdale Rd. and from Tracker Road to Northview Road in Nixa.	\$7 - \$9
SW/Local	Highway	St. Louis/Prairie Flower	Roadway and turn lane improvements on St. Louis St./Prairie Flower Rd. from Rte. 171 in Webb City to Zora St. in Joplin	\$7 - \$9
SW/Local	Highway	20th	Roadway and turn lane improvements on 20th St. from Kansas state line to Schifferdecker Ave. in Joplin	\$7.2 - \$9
SW/Local	Highway	Connecticut	Capacity improvements on Connecticut Ave. from Rte. FF (32nd St.) to 44th St. in Joplin. Widen bridge over I-44. Extend roadway to 50th Street.	\$8 - \$11
SW/Local	Highway	Schifferdecker	Four lane expressway for Schifferdecker Ave. from Rte. 66 (7th St.) to Zora Ave. in Joplin	\$9 - \$11
SW/Local	Highway	Kansas	Capacity improvements on Kansas Avenue from Battlefield Road to Republic Road in Springfield	\$10 - \$12
SW/Local	Highway	Republic	Roadway improvements on Republic Rd. from Rt. FF to Scenic Ave. in Greene County	\$11 - \$13
SW/Local	Highway	Hall	Street improvement from 17th Street to Hawthorne Street. Intersection improvements at Centennial Avenue in Webb City	\$11 - \$13.5
SW/Local	Highway	17th	Extend 17th Street from Rt. NN to 10th Street, and street improvements to BU 65 (South St.) in Ozark	\$11 - \$14
SW/Local	Highway	Zora	Improve Zora Street for freight movement from Schifferdecker Road to Rt. 249 in Joplin	\$12 - \$21
SW/Local	Highway	Rosedale	Roadway improvements on Rosedale Rd. and extension of roadway from proposed Kansas Expressway extension to Main St. in Nixa	\$15 - \$19

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW/Local	Highway	Duquesne/Hall (Joplin/Duquesne/ Webb City)	Roadway improvements on Duquesne Road from 17th Street in Webb City to 32nd. Street in Joplin.	\$19 - \$24
SW/Local	Highway	Fir	Corridor preservation for new roadway from Kansas state line to LP49 (Range Line Rd.) south of Joplin	\$36 - \$45
SW/Local	Highway	Kansas Expressway	Extension of Kansas Expressway from Republic Road in Springfield to Rosedale Road in Nixa.	\$72 - \$90
SW/Local	Highway	Evans	New East-West arterial from Rte. 160 to Rte. 65 in southern Greene County.	\$90 - \$110
SW	Rail	Rail	Conduct feasibility study for Amtrak service from St. Louis to Springfield to Kansas City	\$1 - \$1.5
SW	Rail	Rail	Create state rail asset management program to help fund industrial rail infrastructure	\$2 - \$2.5
SW	Rail	BU60	Railroad grade separation on College St. in Neosho	\$3 - \$12
SW	Rail	39	Provide railroad grade separation corridor in Aurora.	\$3 - \$15
SW	Rail	160	Railroad grade separation on 12th Street in Lamar	\$3 - \$15
SW	Rail	125	Railroad grade separation at Route 125 in Greene County (northwest of Rogersville)	\$4.5 - \$5.5
SW	Rail	39	Railroad grade separation in Aurora	\$5 - \$15
SW	Rail	FF	Railroad grade separation on 32nd Street at KCS Railway in Joplin	\$10 - \$12
SW	Rail	Rail	Construct a truck-to-rail intermodal station in Southwest Missouri	\$10 - \$15
SW	Rail	125	Grade separated railroad crossing on Rte. 125 south of Rte. OO in Strafford	\$12 - \$15
SW	Rail	174	Roadway improvements on Route 174 through Republic, including widening of BNSF underpass.	\$18 - \$22
SW	Rail	Rail	Improve safety at highway - railroad crossings	\$20 - \$22
SW	Rail	ZZ	Extend Rte. ZZ (Wilson's Creek Blvd.) from Rte. M to Rte. MM in Republic	\$23 - \$29
SW	Rail	Rail	Statewide rail access grant program to provide rail services to counties currently having none	\$100 - \$120
SW	Rail	Rail	Passenger rail service from Springfield to Tulsa (Missouri portion)	\$160 - \$225

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Rail	Rail	Passenger Rail Service from Springfield to Branson (\$1.5 billion - \$1.8 billion initial capital cost. \$70 - \$80 operation cost annually)	\$3000 - \$3500
SW	Rail	Rail	National need of a mag-lev train.	Unknown
SW/Local	Rail	Chapell	Railroad crossing grade separation on Chapell Drive and BNSF in Monett.	\$2 - \$5
SW/Local	Rail	Various	Rail crossing improvements in Marionville	\$3 - \$6
SW/Local	Rail	Various	Railroad grade separation in Rogersville	\$8 - \$10
SW/Local	Rail	4th	Railroad grade separation on 4th Street in downtown Joplin.	\$12 - \$20
SW/Local	Rail	15th	Rail grade separation on 15th St. at KCS railroad in Joplin	\$15 - \$19
SW	Transit	Transit	New bus stop at Grant and Sunshine.	\$.01 - \$.02
SW	Transit	Transit	Capital improvements - Mt. Vernon Transit (\$.06 - \$.13 initial capital investment)	\$.06 - \$.13
SW	Transit	Transit	Improve and expand bus service in Bates County \$.1 - \$.15 capital; \$.13 - \$.15 operating)	\$1.4 - \$2
SW	Transit	Transit	Annual program to improve bus stops and ADA accessibility at bus stops in Springfield.	\$2 - \$4
SW	Transit	Transit	Expand bus service in Springfield - capital cost	\$3 - \$10
SW	Transit	Transit	Provide regional bus service between Springfield and surrounding communities - startup/capital cost	\$3 - \$4
SW	Transit	Transit	Replace 25 large city buses in Springfield that have operated past their design life	\$10 - \$12
SW	Transit	Transit	Expand rural transit service in Neosho (\$.075 - \$.09 initial capital investment and \$.5 - \$.6 operating cost annually)	\$10 - \$12
SW	Transit	Transit	Expand bus service in Springfield - operating cost	\$10 - \$20
SW	Transit	Transit	Provide rural transit vehicles for expanded service	\$11 - \$11.5
SW	Transit	Transit	Extend Joplin transit to outlying communities such as Webb City, Carl Junction, Carthage and Neosho (\$.75 - \$.85 capital; \$12 - \$14 operating)	\$12.8 - \$14

### SOUTHWEST DISTRICT TRANSPORTATION WANTS, NEEDS AND PROJECTS

Region	Type	Route (if applicable)	Description	Cost (millions)
SW	Transit	Greene	Extend bus service to midnight in Springfield.	\$15 - \$18
SW	Transit	Transit	Provide regional bus service between Springfield and surrounding communities - operating cost	\$20 - \$22
SW	Transit	Transit	Daily rural transit service between Cassville and Monett (\$.055 - \$.09 initial capital investment and \$1 - \$1.3 operating cost annually)	\$20 - \$25
SW	Transit	Transit	Expand transit services in Joplin	\$30 - \$35
SW	Transit	Transit	Bus Rapid Transit service on National Avenue and Campbell Avenue corridors (\$10 - \$20 capital; \$26 - \$30 operating)	\$36 - \$50
SW	Transit	Transit	Expand Stone County's "On the Go" transit service to daily service (\$.15 - \$.25 initial capital investment and \$1.9 - \$3.8 operating cost annually)	\$38 - \$40
SW	Transit	Transit	Expand MAPS paratransit service in the Joplin Area (\$.55 - \$.75 initial capital investment and \$12 - \$16 operating cost annually)	\$240 - \$260
SW	Transit	Transit	Increase transit services provided from average 2 days per week to 5 days per week	\$250 - \$275
SW	Transit	Transit	Light rail service in Springfield (\$200 - \$600 capital cost; \$80 - \$100 operating cost)	\$280 - \$300
SW	Transit	Transit	Monorail transit system in Springfield.	Unknown
SW	Transit	Transit	Improve intercity bus connectivity for Springfield.	Unknown
SW	Transit	Transit	Provide e-ticket smart phone application for Springfield Transit.	Unknown
SW	Transit	Transit	Provide streetcar service in central Springfield.	Unknown